# CASS <br> <br> CENTENNNAL <br> <br> CENTENNNAL <br>  <br> 1900 to 2000 <br> The Town of <br> Cass <br> Celebrates 100 years 

## Cass Scenic

The Town of Cass was founded in 1900 by the West Virginia Pulp and Paper Company. The town was started by William Luke and his sons. The company had a large paper mill in Luke, Maryland and planned another one for Covington Virginia. In order for these mills to have the red spruce wood for paper, they purchased almost 70,000 acres of timber west and north of Cass. To cut the huge trees into lumber, a large sawmill was erected and a town was started to house the workers. Nearly 100 Italian, Austrian and Hungarian immigrants, using hand tools and horses built a railroad to the top of Cheat Mountain. The railroad extended for about 81 miles and would utilize 14 steam locomotives. Sam F. Slaymaker and Emory P. Shaffer supervised the early work. Shaffer remained as general superintendent for 34 years. The town was then named for Joseph K. Cass, vice president and investor in the company. By 1920 the towns population was 2,000 people. In 1943 the town, mill and woods operations were sold to Mower Lumber Company who operated the mill until 1960. In 1961 the State of West Virginia purchased the railroad and locomotives. In 1976 the State then purchased the town which is now known as Cass Scenic Railroad State Park.


## Other Attractions in Pocahontas County

Allegheny Trail<br>Buffalo Lake<br>Camp Allegheny<br>Camp Bartow<br>Cheat Mountain Salamander Rail Buss<br>Town of Durbin<br>Durbin \& Greenbrier Valley Railroad<br>Gaudineer Scenic Area<br>National Radio Astronomy Observatory<br>Staunton - Parkersburg Turnpike<br>Edray State Trout Hatchery<br>Elk River Touring Center<br>Greenbrier River Trail<br>Hawthorne Valley Golf Course<br>Highland Scenic Highway<br>Town of Marlinton<br>Mill Run Trout Farm<br>Pocahontas County Historical Museum<br>Seneca State Forest<br>Snowshoe Mountain<br>Beartown<br>Calvin Price State Forest<br>Cranberry Glades<br>Droop Mountain Battlefield<br>Town of Hillsboro<br>Locust Creek Bridge<br>Pearl S Buck Birthplace<br>Watoga State Park<br>For more information call<br>Pocahontas County Convention \& Visitor<br>Bureau at 1-800-336-7009<br>www, pocahontascountywv.com

## Railroad State Park

May 26, 2000
EVENTS

> 10am -12pm Opening Ceremonies Variety of speakers giving history on the town of Cass. Location: near or at the Depot.

## 12pm-1pm Music

Mike Bing and the Brown Baggers will perform traditional Mountain Music.

## 1pm Train Ride

The Shay Locomotive will pull out from the depot for a trip to Whittaker Station. Replica of a loggers camp will be set up by Mountain State Logging. To reserve your train ride call 800-336-7009.

## 3pm Tree \& Log Chopping Cougar Family and Mel Lantz (world champion wood choppers) will demonstrate traditional chopping technique. Location: Front Street past the Barber Shop.



June 21-25
Cass Homecoming begins

July 4
Logger Dinner Train

August 13
Square Dance with an extra square

September 15
Author's Day to sign \& sell books

## October 28

Haunted House - Town ghost stories

## November (TBA)

## Town Thanksgiving Dinner

December 2
Christmas Tree lighting \& caroling


## -Cass Scenic Railroad Memory-

by Sheriff Given
Pop Good, Leonard
time of day by the way they Lumber Company, George
blowed the whistle on Gum Web Hollifield the blowed the whistle on

Gum, Web Hollifield, the

Camden-on-Gauley, Webster Springs and all across
rattles in its efforts to build up pressure steam, and
of the pine family, spruce, yellow and red pine used by

koul amgons, belonging to Hxering companies located throughout WV. The Cherry River Boom and

For $\$ 1.00$ you get more information about Climax, Hysler and Rod Steam Engines and Lumber Companies of early WV and 20th century, than a Sears Reebuck catalog contains.


Cauley, the Campbelis of Thoga, and Birch Valley Lumber Company, as well as Pardee-Curtin Lumber Company of Webster County. The WV Midland Railroad out of Webster Railroad out of Webster
Springs with George Springs with George
Jackson as depor agent, Jackson as depot agent, Warrick Gum as engineer conductor on the daily passenger train out of Webster Springs meeting the passenger train out of Richwood on its way to Clarksburg; the people gathered at the depots at Holly Junction, Cowen,
engineer had his own way of blowing the whistle for railroad crossings, cows on the railroad tracks, as they passed their girlfriend's passed their girlfriend's house, and a super whistle as they passed grandma's or grandpa's house.
The steam locomotive, the high wheel, high speed steam passenger- engines always spun their wheels when pulling out of the station in Cowen, Richwood, and Camden, as Bloomer Green said all aboard and the black smoke billows 100 feet into the air, it puffs and

## The West Virginia Midland Railroad

May 6, 1965
For those who love trains such as the old Shay and Climax and those who knew the West Virginia Midland in its heyday of busy passenger and freight traffic, it's still easy to walk along the old right of way up and down Holly River on a misty night and imagine hearing an engine whistle or a signal echoing down from the years that are long gone. As the years go on, fact and fiction blend into one indispensible mass of pleasant memories of chugging engines, neatly kept passenger cars, the familiar "all aboard" by Porter Cochran as the train firally
pulls out of the yard at Palmer (now Sutton Dam) headed for Webster Springs, WV.

Continued On Page 3

## 86 Miles From Flatwoods To Cass Scenic Railroad

by Sheriff Given
Going north, going south on Interstate 79 to get to Cass, you get off the interstate, exit 67 , take 4 and 19 north $1 / 8$ mile to Bill Squires Mountain Lanes Convention Hall, and Lloyd's Restaurant and Motel. When leaving Interstate 79, you tu:n
south on 4 and 19 , McDonalds and Dairy Queen, and the screaming eagles and Braxton County High School, pass Laurel Court Motel, Marlowe's Restaurant, to the Go-Mart and country convenience store. Buy, or they will give you a Sheriff Given Cass Scenic Railruad Special

Newspaper. Take State Route \#15, 1/8 mile to Cogar's Restaurant, where you can get something to eat at a reasonable price. If you have ever been connected with the logging or timbering industry, you should feel at home. You may think they are talking Continued On Page 14


## The Cass (West Virginia) Scenic Railroad

femeery A 1059
Trem mave yowhil tes Me. Thenert of Rluch hers. Civerne melome of Cons, end renther or Inglish and Latis in Cieven Mand Hish Showl for the pest it Fhat, कho tuthot of Momes of the Rood" and tave a veloc Tor Mon and waw a wocher Cor Men ad Mpier Mountain". At the prownt be ia semipeorrd alnd his the Shawort on the Cass scenic Kailroad and Gerarsa willite muscum -fich has quite a selection.
Ahnowh I create mr own esing, it woeld have been. imposaible without the help of Mr. Bixckhurs and the good people of Cass. The vear 1902 West Virginis Aulp and Paper boughe onc-quarter of a timher and hes virgin arely to begon immediately to mow down Thew oredoor splendor. They firse aet up a portable mill to saw out the necrnary lumber for the conatrixtion of a double hend mill and on peak days boch nides and a double 10 . hour shaft would saw 250 d., feet and required 3,000 12 to operste, including 12 Shay engines, and severs miles of track, ateam log loaders, big
where vou could buy log cars per trip with a anyehing from a woth puck b) a piece for Shay eneine, a poot achood, church, and (n) the winter time, ice tiating on the mill pond The bis attraction was the fally pussenger train and who the strangers might be it the compuny boarding house.
Cass was incorporated in 1910, and formed a city government, a busy town with 60 houses, city water, although owned and operated by West Virginia Pulp and Paper Company. Wages were seventeen cents for an eleven-hour day and fifty cents a day for board and room. Therewas boardandroom. There was no checkoff from your wages such as social security, income tax, and in tact, the men who worked at the camps usually didn't draw their pay only every six months. Company houses in Cass were renting for $\$ 10$ per month with no charge for water or electric, all was considered a part of the rent. During peak production, it took twelve Shay engines to log the mill, the run from Spruce to Cass was approximately 12 miles on 11 -per cent grade, run daily by Shay No. 12, 190-ton, consider ed the biggest Shay engin
seven-man crew, engineer fireman, conductor, and four brakemen one for every three cars. It has been said that No. 12 could have handled more cars but 13 was the limit through the switchbacks, two of which are in operation today on the Cass Scenic Railroad. the Cass Scenic Railroad.
Three of those engines are Three of those engines are
still in operation todaystill in operation today-
Nos. $1,4,5$, and recently Nos. 1, 4, 5, and recently purchased No. 7 from Meadow River Lumber Company at Rainelle.
Although the Cass Scenic Railroad is only four miles long, the stee remains intact to Bald Knob and Spruce. The last engine to Bald Knob was in 1961 and a motor car 1961 and a motor car makes it yet today. The West Virginia Departmen of Natural Resources is in the process of rebuilding the track to Spruce and Bald Knob, along with a lodge and possibly wall to wall carpets and modern lodge facilities far flung from graybacks, bedbugs, long tables, 5:00 a.m., breakfasts, waiting for daylight in the winter before going to work harvesting the tall virgin spruce.

Why not restore the original logging camp to

Camp No. 5 or No. 29;
build them Jenny Lynn type, stripped with creosote (coal tar process) creosote (coal tar process) to prescrve the wood and graybacks, use roll roofing graybacks, use roll roofing tieel a 6 or 12 roof slope, steel wall pipe for a chimney, a couple of pot barrel stoves, a coal fired cook stove about 12 feet long, iron skillets, big thick cups for coffee that holds a half pint, thick plates, a 30 foot-long table with gallon buckets of molasses honey, jellies, rea buckwheat from Preston County, about three kinds of meat and biscuits. Benches for chairs, a regular eating time or you wait for the next meal build the bunks against the wall, one over top of the other and make everything original as far as possible. Have a barn with two pairs of horses about 2,000 pounds each. Proper harness hoods over hames (Webster shows no such word, but that is what everybody calls them) grabs, grab maul on lett hame, good long check lines, J-grabs, log hicks with real caulked shoes, stagged pants, John Ritchie green and black or red and black checkered shirts
with real logs about onewalf mile from camp close to the railroad. You must have a siding with the loaded-some half loaded, to make it look real as the to make lt look real as the train pulls up to CampNo hicks and horses in the real hicks and horses in the real act, it might be well to have the hicks stay around at night to tell tall tales about logging train wrecks, how to file a saw, champion hicks, and lobby log stories. You could let the kids ride the log horses if they weren't too tired from putting on a 15 -minute audition each day.

The year 1940 saw West Virginia Pulp and Paper sell the assets of Cass to Mower Lumber Company, but only a part of the quarter of a million acres in the original tract. In fact, 65 thousand acres on the upper end of Cheat River (river on top of a mountain), the remainder of the quarter million acres was acquired by the overnment and is now part of the National now West Virginia Pulp and Paper also sold to the Western Maryland Railroad, 93 miles of track intact from Spruce to Slate Fork down Elk to Bergoo.
still in use today.
The only virgin timber remaining from this tract is 130 acres known as the Hamilton Wedge, in dispute for years, finall settled, and is now, finally settled, and is now a part of the National off State Roure 250 just off State Route 250 near Gavineer fire tower and is held in reserve for people to view nature at its Cass
Cass, like Tioga, Diana, Bergoo, Holly Junction Jerryville, Three Forks, and Cherry River, yielded to automation or lack of timber. The West Virginia Legislature, under the guidance of W W, Barron and now Governor Smith, and now Governor Smith, is trying to give the Town of Cass new life with an old time scenic railroad. Last year 33,000 people plus the politicians, took the four-mile trip through the switchbacks, getting hot cinders in their hair. The rush, the Shay engines, new faces have given hope to a dying town. The Cass Scenic Railroad tully developed to the original style of logging such as existed at Camp No. 5 or 29, could be the biggest tourist attraction West Virginia has ever known. It must be original and somerhing worthy to

## Welcome to <br> Pocahontas county and it's Many Attractions.

The Cass (West Virginia) Scenic Railroad
$\square$
Pocahontas County and it's Manu Attractions


PEARL S. BUCK BIRTHPLACE MUSEUM

Paper anc Western Maryland to the road, 93 miles of Raitintact from Spruce to Slate Fork down Elk to Bergoo. A part of this railroad is
existed at Camp No. 5 or 29. could be the biguest Virgini attraction West must be original and something worthy to arract the tourisis dollan

## County and Attractions...


pocahontas county historical museun

## For a PREE

 on pack on attractions, pocahontas county tourism commiscion much PO. Box 275. Marlinton, WV 24954 much m write:

NAME $\qquad$

ADDRESS $\qquad$ CITY $\qquad$
$\qquad$ $21 P$ $\qquad$ PHONE ( $\qquad$

## Cass Scenic Railroad Memory

Covetinual From Page 1 dreindid，so did the staim railroad log engines and rams and eventually the lowa was sold by Westraco to Mower Lumber Company in 1942 ． The sawmill worked on shirt per day through the 1940 s and 50 s and eventually ceased opera－ thons in 1960．The town of Cass and the steam logging railroad town seemed doomed．The railroad and machine shop was sold to Midwest Junk Yard located between Bell and Mont－ gomery for about $\$ 50,000$ and Cass shops，engines， were being dismantled for junk and the town suffered massive unemployment．
Mr．Jim Comstock， ＂Hillbilly＂of Richwood， along with two pals，J．C． Cruikshanks，an Ivydale merchant，turned politic－ lan，along with the help of the WV Legislature， bought out the Midwest Junk Yard，Cass Railroad assets for $\$ 125,000$ on a $\$ 75,000$ margin of profit．I was a member of the legislature at the time and they threatened to ride me out of Webster Springs on a rail for voting to buy the old Mower Lumber Company assets and the leftover steam railroad nyine：＂1，5，7，the shops
ever made．I personally and the public must thank ＂Hillbilly＂Jim Comstock and Mr．J．C．Cruikshanks and Dr．Bernard Poindext－ er，a member of the legislature from Cabell County，and a local Huntington dentist．The people who did the job to save the great WV tourist attraction，the Cass Scenic Railroad，were these men．
By 1963，the railroad purchase was completed and accepted into the WV State Park system and tourist trains were running halfway up Cheat Moun－ tain to Whittaker Station Five years later with $3 / 4$ million dollars of railroad contracts by Mountainer Construction Company of Charleston and Given Construction Company of Upper Glade，Webster County，（D．P．Sheriff Given，Hercy F．Given，and Ralph K．Given， d ba Given Construction Company） the railroad was rebuilt and tourists were riding and enjoying the scenery from Cass， $121 / 2$ miles up Cheat Mountain，to Bald Knob．
The last ride on the old Mower Lumber Company abandoned railroad tracks was with the 90 ton \＃1 engine in 1961，with＂Pop Good＂at the throttle ouded with politicians
purchase from Midwest Junk Yard．The \＃1 Mower Lumber Company railroad engine was later painted stripped and relettered and stripped and relettered and Maryland Railroad Mu－ seum in Baltimore for the biggest Shay in the world the \＃6 190 ton Western－ Maryland Shay used to haul logs from the headwaters of Elk and Bergoo Creek to Old Spruce and pulpwood that went to Spruce transferred to Mower Lumber Com－ pany Railroad down Cheat Mountain，through both switchbacks and transfer－ red to the mainline railroad from Durbin to Ronce－ verte，and re－routed to Covington，VA，which was used in the pulp and paper mills in Covington．The famous \＃6 Shay was used for two years as an excursion run from Cass to Durbin．The \＃6 was tried on Cheat Mountain but it was too big and couldn＇t work properly on the steep curves and was continually causing track problems．A fellow by the name of Sommerville，the railroad track foreman for Mower Lumber Company for years，had informed the shop people，Pop Good， Leonard Long，and all of that the HO would noineers
between Cass and Durbin The amateur politicians of WV let the railroad from Durbin to Cheat Juncrion vanish as well as the West a Mell Western－Maryland rail road from Elkins to Parsons，Thomas and Davis．The politicians of WV never did have any long range planning．All the railroads in WV ar potential scenic railroad attractions．The railroad in my town of Webster Springs to Bergoo and Slaty Fork would be an excellent scenic railroad for WV and a business boom or re－ birth of business for Webster County．

The West Virginia Department of Natural Resources has purchased the town of Cass and are rebuilding wooden side－ walks and company houses．Cass is a real tourist attraction with houses to rent．It is no longer merely a fast railroad ride．It is a complete stopover．A wildlife museum，nine modernized company houses for rent furnished with everything but food， and can accommodate eight people．

The Cass Showcase，a $10 \times 40$ scale model of the town（complete with scale
trains) as it appeared in its
ahout 11 mph ，are equapped with drive shafts and reducing geats，instead of side rods．Every wheel on the engine and tender is a drive wheel，giving the Shay tremendous traction． The Shays climb an $11 \%$ grade， 11 feet for each eet feet－a grade of $2 \%$ is

## Cass Scenic Rai Dinner Train

Cass Scenic Railrcad has announced the schedule for its 1989 series of popular dinner train rides to Whitraker Station． These special runs will be made on Saturday evenings at 6 p．m．beginning June 10 ，and will be offered June 17，July 1， 15 and 29， August 5 and 19，and September 2.

After an exhilarating ride to Whittaker Station， passengers will be treated to an old－fashioned West Virginia barbeque with live entertainment from various performers． Entertainers will offer a variety of programs including old－time rail－ roading songs，folk， country and traditional music．Prices for these
outings and $\$ 1$ reserva：

## nory

ween Cass and Durbin. $c$ amateur politicians of $V$ let the railroad from rbin to Cheat Junction ish as well as the istern-Maryland raild from Elkins to sons. Thomas and is. The politicians of I never did have any frange planning. All the oads in WV are ntial scenic railroad stions. The railroad in town of Webster igs to Bergoo and Slaty would be an excellent c railroad for WV. business boom or rebusiness for eer County.

## e West Virginia

 rtment of Natural wross has purchased wns of Cans and are ofing mooden side8. and company of attraction with of so ment. If is noof metcly a fast ad mide. It is a lerle atcpover. A fif mabrum, fine frniped company E for powe farnisled wornsting hout food. (an wonomsmodate Mayik
Cuns Show chise, 3 powie mackas of the vomesuer wani sexale e us mrnewoul an ans
about 11 mph , are equipped with drive shafts and reducing gears, instead of side rods. Every wheel on the engine and tender is a drive wheel, giving the Shay tremendous traction. The Shays climb an $11 \%$ grade, 11 feet for each 100 feet-a grade of $2 \%$ is
standard for rod engines.
A trip on the Cass Scenic Railroad, a visit to the museum, the memory of the railroad buff, the hot cinders, the shrill whistle on top of Cheat Mountain, the sweater you forgot-it will be a great memory for the future.

## Cass Scenic Railroad Dinner Train Set

Cass Scenic Railroad has announced the schedule for its 1989 series of popular dinner train rides to Whittaker Station. These special runs will be made on Saturday evenings at 6 p.m. beginning June 10 , and will be offered June 17. July 1, 15 and 29, August 5 and 19, and September 2.

After an exhilarating ride to Whittaker Station, passengers will be treated to an old-fashioned West Virginia barbeque with live entertainment from various performers. Entertainers will offer a variety of programs including old-time railroading songs, folk, country and traditional enusic. Prices for these
outings are $\$ 22$ for adults and $\$ 15$ for children, and reservations are required.

Cass, West Virginia, site of the scenic railroad, was a lumber boom town of the early 1900 s, and the original Shay steam locomotives, which now haul passengers, once hauled lumber from the surrounding mountain ridges. Lodging is now available from any of the 12 restored "company houses" in the town. These vacation cabins offer everything needed for housekeeping except for food and personal items.

To make reservations or for additional information, call toll free 1-800-CAL-WVA.

## FARES

## Adult $\$ 8.00$; Child $\$ 4.00$ Whimaker Station . . . . . . . . . Adule Ade $\$ 11.00$; Child $\$ 5.00$ bald Knob

Whithery skemien no.s.... Adult $\$ 1000$, Child $\$ 4.50$ No gronp retes on weekends

SPPCLAL SATHRDAY



The mountain
destroyed the railroad
has taken away from Cass,
the Showcase has returned
Shay engines, and the \#5 Hysler, cruising speed

## Midland Railroad

Continued From Page 1 The West Virginia Midland Railroad went into operation for pessenger service in 1908; the first Depot Agent in Wehater Springs was our present Circuit Clerk, Mr. G, Jackson who was agent from October 8, 1908, until 1915 when he was appointed postmaster at Webster Springs, WV. The West Virginia Midland was owned and operated by John I. McGraw who also owned and operated the Webster Springs Hotel, a threestory all wood, 265 bedroom hotel with one of the first elevators in West

Virginia with excellent dining service and porters and buggies (horse drawn buggies) coming and going like a working bee hive-a big ballroom with all the up to date dance bands nightly. The days were spent taking hot salt sulphur baths and traveling over our then famous boardwalks known as
lover's lane.
The farned steam chug
buggy left our town of Addison at $7: 20 \mathrm{a} . \mathrm{m}$. for the 31 -mile journey and connected with the B\&O steamer out of Richwood at Holly Junction at 9:30 a.m. The passenger train consisted of a narrow gauge (36 in.) Shay or Climax Engine with three passenger cars that would seat 35 people to the car and for years they stood in the aisles. From the start the train nosed its way around curves up and down hills over the trestles, the Clifton trestle was 87 feet high, built out of chestnut poles in a 45 degree angle and as you crossed the trestle you could look down and see the fire in Mike Hiner's chimney. If the train was overloaded on the return trip in the evening they would stick on the trestle and the passengers had to get off and walk across, so my good friend Mr. Ernie Bogson tells me, and a story that has to be true because it was the day before Jack Dempsey became world champion by knocking out "Jess" Willard in the
fourth round of their championship fight at Toledo, Ohio, July 4, 1919, and all this information was furnished to Mr. Gibson, the Sutton baseball team and band at Holly Junction by radio on Jul 5, 1919 on their return to Sutton.
Mr. Jackson, the Depot Agent who got $\$ 100$ per month for his services said Warrick Gumm could blow a mean whistle when he had customers lined up buying tickets of any man he ever seen. For that 62 mile round trip, Mr. Gumm got the full amount of $\$ 2.25$.
Yes, the West Virginia Midland Railroad and the Webster Springs Hotel, promoted by Senator Johnson N. Camden and Col. John I. McGraw, who believed in advertising and placed pictures of the famous hotel and railroad scenes in all subways in New York City; a self promoter with imagination who promoted his dreams into reality and carved a railroad through mountains and scenic beauty which showed a panorama of rural life at its best, as cattle, sheep and horses could be seen grazing in the fields and according to the
season, farmers could be seen plowing, planting or harvesting from spring until the first snowfall.

On June 20, 1925, with many guests there with the famed hotel open for summer, a fire originated in the south wing, quickly reduced the famed hotel to ashes. The roaring, crackling flames leaped high into the heavens, lighting up Webster Springs to a brightness equal to that of noonday sun. Huge sparks and ashes floated a distance of a mile and a half. The light reflecting against a starless sky and the mountain sides looked weird and awesome, and the fanfare of a big city hotel among the hills disappeared and the tourist trade and strangers disappeared from our town. The little chug buggy continued with passenger service until 1928. In 1929 the railroad was sold, John A. Ford getting the section from Diana to Holly Junction for logging purposes and the remainder going to Pardee Curtin Lumber Company. The railroad served as a legend in its heyday and would be worth a fortune intact today as the scenic attractiu.1.

## GROUP RATES

Minimum 15 Persons
Whittaker Station ......... Adult $\$ 7.00$; Child $\$ 3.50$

SPECIAL SATURDAY NIGHT TRAIN RIDES

Includes:
West Virginia Barbecue
Live Entertainment
Train Ride
June 10 and 17
July 1, 15 and 29
August 5 and 19
September 2
**BY RESERVATIONS ONLY**
Adult $\$ 22.00$
Child....................................................... $\$ 15.00$
SPECIAL TRAINS
SENIOR TRAIN - September 9
HALLOWEEN TRAIN - October 28
Adults $\$ 10$; Children $\$ 5.00$



## The Old Cherry

## Apd 21, 1965 <br> 4.evili, does owe trey

 fed hartarise of hopen ders atrel power ans were odingown, when wowlhide "Slot George" i'foren of teff wold b doer pulifers whash made the hada smasally happ shen 25 er 30 hicks woul switer the George on a bis poviar white and auft the Georee watal they all became is happr at iarks; when the Shay engine was kiap, when overhead nidfers were rops in ligarine when men pulled the crose cur for 10 hours and flend their muscles and syraped sheir beds with berovenc (limp oil) mo keep the lenthues from thriving on thrir nurples blood: on their surplus blood: where food was considered mogn is cuplating whecher bey waip No. 29 or 53 York at memaries such as these are cherialied to fea today. My comments for this story wert gatnered trom a localWebever County man, Mr George Gumm, a proud Eefined railrcad enginec who deatly loved the of whys and rods and at one time or anocher during his bone career as an engineer had command of the throctle of abour every engine on the Cherry River Line from 1906 to retirement in 1954.
When Mr. Gumm tarted working for Cherry River Lumber Company River Lumber Company, une 1, 1906, on the South Fork of Cherry under the guiding hand of Captain Chariey Armstrong, the railroad consisted of 150 miles of track with Shay engines No. 1, 2, 4, 6, 7, 8, 10,11 , and 12 (cost about $\$ 4,000$ each ), and all used to gather and haul logs loaded with Barnhart Sream Loaders, considered tops ar that time. They had in use ar that time approximately 200 rattler log cars, 100 pulp and tanbark rack cars-they traveled over South Fork of Cherry, North Bend Little Laurel, up Hills Creek to Kenison Mounrain, to Cran berry Bottoms and Dogway. Dogway at one time had a church, school, big store and 75 houses. We must mention Rod Engine No. 3, 5, 19 and 13 which were much faster than the whays. The

Rod Engines were used to hift the yard and make the daily run from Richwood to Gauley Mills to supply a double band mill with 75 . M board feet daily. All the engines mentioned above were standard gauge-the railroad grading was done by hand with picks and shovels and crews of 25 and 30 men who arved out a mile of railroad grade with good luck in five working weeks.
The different forks of Cherry, Cranberry and Dogway covered with Dogway covered was really on virgin timber was really on the move from 1906 to 1914 and at one time had seven camps with at least 100 men each with plenty of work, excellent food and plenty of bedbugs. The shrill whistle of the steam engine, the chugging of the Barnhart loader, the visit of the supply train which visited each camp once a week with supplies, feed and hay for the horses as well as clothing, tobacco and food for the men. Wood hicks have been known to stay in one camp as long as six months before going to town. Many, after working six months have gone to town and blown six months wages in one weekend.

Tales of teams of horses
survive and a few train wrecks are still vivid. Elzie Bailey wrecked the No. 2 shay, 65 ton engine on Little Laurel and was going up a steep grade with one up a steep grade with one flew up with wheels flew up with wheels springing forward,went back down the hill, rolled over in a curve and killed him. Another wreck on Barnashee Run on Cranberry No. 7, 70 ton shay with six loads, six empties, a Barnhart Loader on eight percent grade, run $3 / 4$ mile, wrecked and killed Frachier Adams, engineer Joe Taylor, conductor, Russell Berry, brakeman
One would have to
One would have to remember the Company Doctor, Jim McClung, who rode engines, motor cars, horseback, and helped and aided the sick, as the quest for virgin timber made Richwood the hardwood capital of the nation.
During the 20's Richwood was really on the move with the largest tannery in the world, and a clothes pin factory consuming $24-\mathrm{M}$ feet of logs daily and the virgin timber of all forks of Cherry gone and the old Shays and Rods on the move to a new field and a new territory of Williams ams and Gauley Rivers. During
and new ways were being eveloped and the stearm shovel, the great earth nover, was making great strides and the days of making railroad grades by hand would soon disappear. New names-Jim Sarrani, Lew Lombard and Dick Palmer-had appeared on the scene as railroad grading contractors. The first Thew steam shovel had rails but no pads; they had four mats to move on made out of $6 \times 6$ woodthe two surplus mats were moved as the shovel advanced. The shovel had its own water pump and pumped water to make steam from a nearby river or creek and on occasions, water was hauled in a tank on a sled pulled by horses. The coal (usually about four tons daily) was wagoned from the closest available supply.

The year 1921 saw Cherry River Boom \& Lumber Company reach Three Forks of Williams River and the hub of town and the railroad shops were built and the work of Sarrani, Lombard and Palmber had seen progress move on. Appearing on the scene were new namesBilly Hawks, trainmaster; oe Greer, assistant; Webb Hollifield, woods superinHollifield, woods superin-
tendenr; Patty O'Brien and
in 1926 Charley Badgett in the driver's seat and a great trader. I remember buying stacks of lumber from him-so much for this one and so much for than one (no scale). Charle Hanrahan (scaler) used to ask me, "Did you cheat him today?".
Cherry River, during the 20's and 30's had two trains a day, six days a week to Richwood. They had acquired new Rod Engines Nos. 15,18 , and 26 which Nos. 15,18 , and 26 which were used to make the runs from Three Forks to Richwood. Their usual run consisted of about 50 cars of logs. They always dropped off about 10 or 12 cars at Gauley Mills, although George Gumm on one occasion pulled 63 from Three Forks Gauley Mills. During tt 30's Three Forks had grown to quite a town, three-room school. church, big store andabout 75 houses, boarding house, a dentist, Dr. George Dyer (now at Beckley), a daily railroad bus that carried the mail and passengers.

The virgin forest of Williams' lasted approximately 16 years and the year 1963 saw Three Forks become a ghost town. The quest for hardwood was moved to the headwaters of

## The Pardee And Curtin Lumber Company Railroad

An-lever in
Arelyost
and yeve or from

Junwary 20, 1907
This yhary bo intended to oveve the operation of the Pridee Cursin Lumber Candany To pronetly do time oot must tell of the fiem humbering opcrations in Webster County,
carried on by Smith and

Gilligan, who floated logs down Elk River to the Charleston Mills. This concern had the pick from the virgin forests, cut only the finest soft wood, and paid the owners 25 cents per tree
General Curtin also

## Cherry River Boom And Lumber Company

Continued From Page 4 Ginuley and Cherry Rivers moved hock, stock and karrel to ferryville. Gauley Mills had faded away with the flood of 1932 -their tridge $\quad$ wis pone and the big iteam engine had broken downabout the same time, never to be repaired, malnly becsuse the virgin forert was fast disappearing

The year 1943, during World War II saw Charley Badgert go the way we shall goat the end of our allotted time. The B\&LO Railroad made major changes in their railroad in order to move the coal from this section. The shops were built at Cowen, and the pur to Donaldson was built. The old Cherry River line from Donaldson to Cauley Mills by way of Gauley River was disconrinued. Jerryville, by 1950 was a booming communiry, alrhough most of the
timber was gone, the change to coal had been made at thattime. Jerryville had a four-room school, church, railroad yard, 100 houses, store, boarding houses, and a new mining house and a new mineek. town in Straight Creek. Although the great Badgett was gone, his shoes were ably filled by Carl Umbarger. A new name had appeared on the scene-Ray Maust, and at the present time he is one of the biggest operators of of the biggest operaters of coal in the United States of America. He is a stripper, gutter and a man who really knows how to get the coal. The old Cherry River Boom \& Lumber Company was purchased by a wildcatter by the name of Rudolph, who later sold the mill to Ritter Lumber the mill to Ritter Lumber Company, and was further transferred to the present owner, Georgia Pacific. Most of the railroad is gone. The old Shay engines
began operations in date. The Pardee Curtin Company cut thousands of acres on Back Fork, Grassy Creek, Holly and Laurel This timber was floated down Elk to Sutton during down Elk's first during
operation from 1888 to approximately 1900. It is not clear which of the major companies was the first to establish a mill in Webster County, Mills was built 85 years ago by the Camden interests in
and Barnhart loaders were either sold or yielded to the scrap pile.
George Gumm, in 1948, moved the big Shay, 100 Nons No 17 from Richwood to Tusculusa Alabama where it was sold Alabama, where it was sold to Levin Mining Company Mr. Gurnm was with the big engine 22 days on the railroad to see that it was properly greased and stayed two weeks after arrival to make sure old No. 17 was in good working order.
When Nos. 3 and 26 yielded to the scrap or sale, they purchased a steam Malley No 482 for Malley, No. 482 for haulage of coal from Jerryville and Straight Creek to Cowen

The last man to yield to death on the old Cherry River line was Grover Hamilton on the South Hamilton on the South Fork of Cherry, Septembe

Erie, $3 / 4$ yards shovel or ditcher built on a log car. It upset and scalded him to death. One could go on and one about Ray Maust, the blowing of a bridge at Slaty Fork, the strike at Jerryville, and the Gauley River dynamiting of No. 482 in October 1954. Talk about many wrecks such as rod engine No. 18 out of Straight Creek. In fact, a book could be compiled worthy of anyone's time. If you are really interested, here are five men still living who started with the old Cherry River Line in 1906. I am sure anyone of the following, Earl Webster, Richwood, retired shop man; Ray Bryon, engineer, Richwood; Walter Straton, somewhere in the west: Artenier Ramsey engineer Artenier Ramsey, engineer, Richwood; and George Gumm of Webster County, could give you hours and hours of detailed information.
connection with the West Virginia-Pittsburgh Railroad. In 1907 this operation was taken over by the Cherry River Boom and Lumber Company The mill was operated by that concern until 1931 The mill, at its peak, cut 125,000 feet per day, Logs were hauled from W illiams and Gauley Rivers, over its own private railroad, with

## fines, all still living.) 1

 terminals at Three Forks and Jerryville, WVAnother mill of importance was built at Arcola 55 years ago, which cut more than 150 million feet of lumber during its operation. This mill was owred and operated by the Howard Lumber Com pany. At its peak they employed 150 to 200 men and their capacity was 35,000 feet per day. Their timber stood principally on Gauley River and was hauled from Bolair over a narrow gauge railroad, (See Charley Sandy, Bolair, for Charley Sandy, Bolair, for faimation pertaining to loaders.
H.B. Nichols, White's and Henry Cool operated the mill and narrow gauge railroad at Diana, with a capacity of 25,000 feet per day. (See Goodridge


White, H.B. Nichols, expect to do a complete story on the Diana operation and old engine No. 33 and the wreck at Charley Malcomb's sand cut. The engine with Merchie Hines, engineer, Leck Clevenger, fireman, Stuck Hall, conductor, and Dick Sizemore, brakeman, hit a cow and the engine and landed in Holly River. Yes, there is a lot to the Diana story, but it's tough to thread the needle and assemble.
Skyles

Skyles, near the BraxtonNicholas County line, was the site of a large mill with a capacity of 30,000 fee daily. A narrow gauge BEO O and ola Pitrshurgh BEO and old Pittsburg Railroad at Erbacen. This was known as the DavisEakin Lumber Company Mill.

Wainville was the site of the Webster Lumber Company Mill. To thread the needle here is hands frequently-from Hall, to S.A. Morton. impossible. It changed Brooks to Harmont, to

Erbacon was the scence Erbaconbering by Henry Waggy and his son William, the father and William, the father andfather of Rafter Page 6

DUTCH'S RESTAURANT
(First Restaurant on Rt. 15)

## Pardee And Curtin Lumber Railroad <br> harrs. If they were out 13 hours. If they were out 13 hours they were allowed hours they were allowed eleven. If they loaded 24 ars before noon they still got a day. The loader man $\$ 250$, tong hooker $\$ 2.25$. $\$ 2.50$, tong hooker $\$ 2.25$, fireman $\$ 1.75$. Each man peyed from 45 cents to 50 cents a day for board and room. However, the train crews could stop and eat at any log camp with no charge. All log camps had the finest of food, long kinds of meat, jellies, kinds of molasses, or just honey, molasses, or just wanted. Sleeping condiwanted. Sleeping condi Bedbugs and graybacks Bedbe the using of lamp oil to spray your bed necessary for a good night's sleep. for a good night's sleep were spent spinning tal were spent spinning tall Lee Gadd and others used Lee Gadd and others used to make the rounds to the camps selling clothing, watches, etc. Some have been known to peddle "George" (a high powered snuft) that make the hicks' imagination wander to dreamland, known as they dreamland, known as they U-Pine-Inn in Richwood, the Greasy Front in the Greasy Front in Webster Springs, or Hell's Half Acre and the saloon in Camden on Gauley. he whole operation. A railroad bus made daily runs, from Curtin to Brock's bridge and back, Brock's bridge and back, hustling the public, log hicks, and mail to and from the camps. The main line engines ran from the three mills to the railroad junctions. The old Shay went up the steep hollows and gathered the logs for the mills. At Curtin, Hominy Fall, and Coal Siding, the band mills were <br> meh realised the danger jumped to safery, and were unhurt. Jim Smith, one of the finest in 36 gauge railroad buasing, gaderupin the engines and loaderupin onek to the Curtin shop where they were repaired and put back in operation. The No. 4 engine, run by Tilden Brown, fireman, Walt Good, conductor Bob Mullins failed to take and on the head of Anglers Creek and the engine and 12 loads left the track and upser. All men jumped from the train to safety. <br> The No. 5 engine, run by Von Clark and fireman John Petit and No. 7 , run by Lee Cole and Roy Sparks and Bob Warbutton and Joe Roberts, loader men, and Flem Wilson, conductor, had a run away in the hollow above in the heivasy on Meadow Creek. Von Clark jumped from the No 5 engine, hit a tree and killed himself. The and killed himself. The <br> The Curtin operation in Nicholas was big, employment good, wages cheap, living conditions also cheap. Old General Curtin was considered an honorable man. He cancelled many store accounts at the end of each accous of each year. He also paid hospital bills for many of his employees. How well he got along with Thornt Hennings, John Cochran, Lee Gadd, and the bays <br> is unknown. But, the image of a staunch gentleman, General Curtin, remains in the minds of many yet today. <br> The year 1928 saw the hardwoods and virgin timber disappear and the three mills of Hominy Falls, Coal Siding, and Curtin came to an end. Flem Wilson got the nod to pull stakes and embark to Bergoo, Webster County; a task that required many <br> Shays could make their journey to Bergoo and their new and last home. By the end of 1929 all the Curtin engines had made it to Bergoo and the West Virginia Midland was coming to an end. <br> The last part of 1929 and early 30 's saw Flem Wilson and Ed Cochrad sent to Diana with the No. engine and Bill Skidmore engineer to pull the steel of the West Virginia Midland to Webster Springs. A Mr. Coalshaw, who laid the original steel for the West Virginia Midland Railroad, was there on that gloomy morning and shed a few cears as the history of a narrow gauge passenger railroad was coming to an end. <br> The Pardee Curtin Lumber Company bought the orginal passenger train and coaches and it was used or several years as a work rain from Webster Springs to Bergoo. <br> The mill at Bergoo was built by a millright, from Louisiana, by the name of Harry Mitchell. He was in Bergoo less than two years. The mill was in full operation by April 1929 "Mitchell," who was considered one of the best at that time, made but one mistake. He had been building mills in the western states for hemlock and spruce and he failed to $b$ uild his conveyors for crobked hardwood logs. However, this was soon altered and the mill at Bergoo was on its destination to a lifetime cutting of over 190 million board feet. <br> The first log camp, run by Bill McCourt, was on Mill Run and the second one by Ira McClung, near Parcoal. From there Curtin moved to Leatherwood and in 133 and '34 crossed Leatherwood onto <br> to meet the challenge and rebuild the mill. The mil was so well assembled was so the guidelines of Mr . Corkin, that they had a normal cut the first day and in less than 120 days, <br> sides were running. 1942 The mill ran from 1942 to 1945, mant Fork of timber on the Back Fork of Elk and Pointa Mounca in The mill finally ciosed in old to Harrison Lumber sold to Harrison Lumber Company of engines were sold The old engines were Jold of Charleston W/V The of Charleston, WV. The engines were cut up and oaded at old Red Oak Mine. It was indeed a sad day in the history of narrow gauge railroads when Ross Roy ran old No. 12, with the smokestack and other parts gone, from Red Oak down through Bergoo, across the river to the old mill site, where the parts were later sold to Ely Thomas Lumber Company of Fenwick, Nicholas County. <br> The No. 9 engine is all that remains from a legend of narrow gauge engines. It is sall in operation and being used as a tourist attraction in the state of Maryland. <br> The Curtin story could be written in book form and would be worthy of sale in a ny book store in the United States. My main  continue with a brief interest and production. The Golden Ridge or Bethlehem Steel Mine, located opposite Parcoal was the first major coal operation within Webster County. They had their own power plant, motors, and Goodwin cutting machines. Its operation ran for some 15 years, yet, little history of this mine is known to this writer, <br> oal production. The population has dropped from a high of approxim from a high of approxima. kely 1,800 to about 250 people. Coal production 1,800 to about 250 people. Coal production is still alive with Ike Lewis, former football coach and coal stripper, from Pickens. How much production he gets is unknown to this writer but I would estimate approximately 700 tons per day. <br> Bergoo No. 4, from 1935 to 1959 , was a rather good mine with a lifetime production of $6,498,554$ tons. It was a thriving mining town with 70 houses, company store school, church, and union hall. The taxis out of Webster Springs kept the Webst bot bringing the Win hot bring the miners to town and back to pend their money <br> The No. 5 mine was only in operation from 1945 to 1950, with a production of 501,780 tons. <br> Britton No. 1 from 1943 to 1943 never amounted to a whole lot, 10,178 tons. <br> Britton No. 1, from 1943 to 1959, produced $3,664,585$ tons, and was a great service to the poor people. The waste or bone coal rejected by the washer and dryer was used by about all the people in Webster County at one time or another. Large piles of bone coal remain today. It was used for fills, roads, <br> o od origina Bean farm, <br> produced from 1945 to 1947, 205,534 tons. <br> The Curtin story would not be complete without mentioning the company store. Someone wrote a song about loading 16 tons of coal and being one day old and deeper in debt, and wound up by saying he owed his sole to the company store; a true story. Some peopleworked every day in the mines and one more out of the store



# Page 6 <br> Pardee And Curtin Lumber Railroad 

Continued From Page 5
Waggy, now living in Charleston, WV. The elder Waggy logged 10 thousand acres on Missouri Run.

The Birch Valley Lumber Company was a big operation at Tioga for many years.
I bring you this brief introduction of Webster County's lumbering industry so you might fully appreciate the Pardee Curtin history making story. This information would have been impossible without the help and cooperation of Webster County's senior citizens. These people are deeply interested in restoring the traditions and legends of logging, Shay engines, actual life and living conditions in the rugged days of early sawmill operations.

In 1873, Taylor County, Grafton, WV, the Pardee Curtin Company started a small sawmill which erupted into one of the leading lumbering and mining companies in the atate of West Virginia. The Cartin assets moved from Taylor County to Sutton, Berzton County in 1886

hours. If they were out 13 hours they were allowed eleven. If they loaded 24 ars before noon they still got a day. The loader man got $\$ 3$ a day, conductor $\$ 2.50$, tong hooker $\$ 2.25$, fireman $\$ 1.75$. Each man payed from 45 cents to 50 cents a day for board and room. However, the train crews could stop and eat at any $\log$ camp with no charge. All log camps had the finest of food, long tables with two or three kinds of meat, jellies, honey, molasses, or just about anything you wanted. Sleeping conditions were always poor. Bedbugs and graybacks made the using of lamp oil to spray your bed necessary for a good night's sleep. The long winter evenings were spent spinning tall tales of every description. Lee Gadd and others used to make the rounds to the camps selling clothing, watches, etc. Some have been known to peddle "George" (a high powered snuff) that make the hicks' imagination wander to dreamland, known as they U-Pine-Inn in Richwood, the Greasy Front in Webster Springs, or Hell's Half Acre and the saloon in Camilen an Captey


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Curtin was the hub for the whole operation. A railroad bus made daily runs, from Curtin to Brock's bridge and back, hustling the public, log hicks, and mail to and from the camps. The main line engines ran from the three mills to the railroad junctions. The old Shay went up the steep hollows and gathered the logs for the mills. At Curtin, Hominy Fall, and Coal Siding, the band mills were cutting away daily, each trying to outdo the other. The average cut for a 10 hour day was 40,000 feet. The Hominy Mill holds all records. A fellow by the name of Albert Lynch decided to set a record, yarded back his 16 -foot logs for a few days, and one day the Hominy Falls Mill cut 78,000 feet in 10 hours. This record stands, as a lgosend of history, as the most cut in any one day daring the Curtin operations in Nuholes County

The railroad, in Deep Well, near Summeravills.
in the hollow
Leivasy on Meadow Von Clark jumpe the No. 5 engine, 1 and killed himst others made it to

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A special B\& car was built wi gauge track ans engines were r BCO car for sl Palmer, in County. The jor Palmer. 50 Speings, to Bet
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men realised the danger, jumped to safety, and were unhurt. Jim Smith, one of the finest in $36^{*}$ gauge railroad building, gathered the engines and loaderupin one day and shipped them back to the Curtin shop, where they were repaired and put back in operation.

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The year 1928 saw the hardwoods and virgin timber disappear and the three mills of Hominy Falls, Coal Siding, and Curtin came to an end. Fiem Wilson got the nod to pull stakes and embark to Bergoo, Webster County; a task that required many hours of planning, and approximately three years to do. The steel was pulled and the 10 Shays, the No. 8. Heisler, and the No. 6 Cimax were brought to the Cartin Mill site to make teady their journey to Bergos.

A special BS:U Railrced car was built with a narrow gacye track and the Shay mewses were run on the BGO cae for shipment to Falmer, in Braxton Cowstry. The journey from Palmer, to Webster Srrisge, to Bergos, over the WVAht lailfond, wis nomuribing to be tallind dhowe. Some of the engines sipved in Thinter as longe as toe vere. The fat of 19, 多 sew Rive Wilsom and Gougs oline gowney to Dhant to gos the N. 1 shyinc, the finat ko metire in

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the compruetion of the third thal of the Weotern Marghand Railonal se the

Jerryville, and in 41 crossed Point Mountain to Back Fork. The same shay engines and loaders used in Nicholas were used in this operation.

Sox Riley was the mill boss with Windy Rose on one side and Harry Duckworth on the other. The lumberyard was so full you could hardly find room for a lumber stack. A major portion of the lumber was exported to England and France, with John T. Alcock of New York serving as broker and featuring wide poplar boards used in England and France as paneling.

The, mill burned at daybreak in April 1941 (unknown day). By 1942, through the efforts of A.W. Corkin, with the help of Shorty Reese drafting, the mill was rebuilt. Mr. Corking, who was formerly with AllisChalmers, as 76, from ounny California, and fetiend when he was called
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The mill ran from 1942 to 1945 , mainly from timber on the Back Fork of Elk and Pointa Mountain. The mill finally closed in 1945 and the mill assets sold to Harrison Lumber Company of Arkansas. The old engines were sold to Midwest Steel and Junk of Charleston, WV. The engines were cut up and loaded at old Red Oak Mine. It was indeed a sad day in the history of narrow gauge railroads when Ross Roy ran old No. 12. with the smokestack and other parts gone, from Red Oak down through Bergoo, across the river to the 'old mill site, where the pafto werc later sold to Ely Thomas Lumber Company of Fenwick, Nicholas County

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The old engesteel and Junk of Charleston, WV. The engines were cut up and loaded at old Red Oak Mine, It was indeed a sad day in the history of narrow gauge railroads when Ross Roy ran oldNo. 12. with the smokestack and other parts gone, from Red Oak down through Bergoo, across the river to the old mill site, where the parts were later sold to Ely Thomas Lumber Company of Fenwick, Nicholas County.

The No. 9 engine is all that remains from a legend of narrow gauge engines. It is sall in operation and being used as a tourist attraction in the state of Marvland.

The Curtin story could be written in book form and would be worthy of sale in a ny book store in the United States. My main interest was the logging eed, ahoy enetures, mina emely

## brief

 comment about the coal interest and production.The Golden Ridge or Bethlehem Steel Mine, located opposite Parcoal was the first major coal
production or $0,498,554$
tons. It was a thriving mining town with 70 houses, company store, school, church, and union hall. The taxis out of Webster Springs kept the road hot bringing the miners to town and back to spend their money.

The No. 5 mine was only in operation from 1945 to 1950 , with a production of 501,780 tons.

Britton No. 1 from 1943 to 1943 never amounted to a whole lot, 10,178 tons.

Britton No. 1, from 1943 to 1959, produced $3,664,585$ tons, and was a great service to the poor people. The waste or bone coal rejected by the washer and dryer was used by about all the people in Webster County, at one time or another. Large piles of bone coal remain today. It was used for fills, roads, coal, and was agreathelpto

## the old original Bean farm;

 produced from 1945 to 1947, 205,534 tons.The Curtin story would not be complete without mentioning the company store. Someone wrote a song about loading 16 tons of coal and being one day old and deeper in debe, and wound up by saying he owed his sole to the company store; a true story, Soms prople worked every day in the mines and got move ous of the atore than they earned. The old scrip story (buy digukttes for 52,00 per
ane of the best mande fout one le had been sills in the a for hemlock nd he falled to onveyors for enouth for

Marviand.
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The Curtin brory form and would be worthy of sale in any book store in the United States. My main interest was the logging end, shey enatines, and carly coneivine with a brief comment about the coal interest and production.

The Golden Ridge or Bethlehem Stecl Mine, located opposite Parcoal was the first major coal operation within Webster County. They had their own power plant, motors, and Goodwin cutting machines. Its operation man for some 15 years, yet, little history of this mine is known to this writer, because they were an out of state corporation.

Parcoal, or Bergoo No. 1, as operated by Curtin from 1929 to 1936, produced a lifetime production of 995,404 tons.

Barton or Bergoo No. 2, from 1930 to 1954 . produced a lifetime trantage of $7,900,376$ tons Thes mining tomens from 1950 to 1954 has made a complete change. The Purdae Cantin home office is now located therte as well as an all slaytikic apomill. A muyor gromed of the cosl company howars ate owned hy matuadianls and a lager pewomertage coll the poypoite



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The Curtin story would not be complete without mentioning the company store. Someone wrote a song about loading 16 tons of coal and being one day old and deeper in debt, and wound up by saying he owed his sole to the company store; a true story. Some people worked every day in the mines and got more out of the store than they earned.

The old scrip story (buy cigarettes for $\$ 2.00$ per carton and sell them for $\$ 1.50$ ) applies to many other items, and the sharpies down town took advantage of the opportunity. About everybody in town took scrip, if they could get it cheap enough. It went right back to the company store and they bought meats, groceries, furniture, and gas. It was a way for the miness to get werdicine of any ochet worthy purpose They uxd to play polest at Bergoo and Barton and acrip played the sames as cash. It served a parposs on Elk River as kgat trnder

33 and +34 fimoced onte et down as and in 41 Mountain to e same shay alers used in used in this
vas the mall aty Robe on nd Harty the oriver. A wiat wo fall patcily find fort attack. A is of the whortend to Hather, with ci of Niem berciaret and the popilat lagiamds and
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Parcoal, or Bergoo No. 1, as operated by Curtin from 1929 to 1936. produced a lifetime production of 995,404 fons.

Barton or Bergoo No. 2, from 1930 to 1954 , produced a lifetime tonnage of $7,900,376$ tons. The mining towns from 1930 to 1954 has made a complete change. The Pardice Curtin home office is now located there as well as an all clectric sawmill. A major portion of the coal company houses are owned by individuals and a large percentage of the populathon now work for private endastry of survive on pertiaions.

Bergoo No. 3 or Licatherwood. which is cootsidernd Berfooc, had a likertithe production, from 1931 io 1947, of 2. 697.772 Bothe At one timen, thefe was an calimezed payfoll of

every day in the mines and got more out of the store than they earned.

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Mr. Orkney, from our town of Webster Springs, has worked a lifetime for Curtin-first as a lumber salesman. In 1927 he came to Webster County as store manager, buying and running the Curtin store until retirement. They had Continued On Page 11






The
Bergoo
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Water
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## Paul G. Thayer

Mol 9 Thaser, a 0 /h ever pull the throtrie and
Thal C. Thayer, a 90lb. ralowad enginet, who was not apposed so make it. because of his sian, his mapinert leather gloves come simost to his ebowx he had to look for neall women' garters to hold the sherves up on his hirr and hos blue railroad handierchief went around his neck ruior, his railrond his neck twicr, his railrond cap apped his eyebrows.
He looked like a midget He looked like a midget
with a circus. His with a circus, His mork made him one of the best raliroad engineers to
ever pull the throttle and blow the whistle for the BEO Railroad. He went to work as a fireman in 1944 and was running as an engineer in 1947 . He started running the 1212 freight engine, later the 1314. In December 1949 he bumped into the passenger run from Pickens passenger run from Pickens to Buckhannon, steam engine \#3113. His first three days in Pickens is something to remember. He started from Buckhannon to Pickens in a 1941 Ford at 7:30 at night and
arrived in Pickens the next morning, at 7:30 and thirty minutes late for the daily run to Buckhannon. They got the train on the move to Alexandra and the conductor came up to Mr Thayer in the cab of the Thayer in the cab of the engine (3113) and said to Mr. Thayer, "You are not running a freight train, we are thirty minutes late." Mr . Thayer said to the fireman, "We will pull into Buckhannon on time." He pulled down the track at about 40 miles per hour for a mile and a sign said 'Track warning, 10 miles per hour.

He never touched the throttle. He said at times he thought the engine and passenger cars were all going into the river. He pulled into Adrian and the conductor gave him another visit and informed him to slow it down, we were ahead of time.

Mr. Thayer ran the Pickens to Buckhannon run for six months and the conductor never talked to him again about his schedule. The second night in Pickens, Mr. Thayer went to bed at the Pickens Hotel as soon as supper was over. He woke up about 12:00 o'clock to go to the Johnny house. The fire had gone out in the pot belly stove. He reached for his to the floor. The fohnny house was on the back
porch of the second floor of the hotel. Mr. Thayer inally made it back to the bed and the Hostler for 3113 informed him and the fireman that the engine and water lines to the passenger coaches were freezing up. Mr . Thayer, the fireman and Hostler had the engine thawed out, heat in the passenger coaches and 3113 and crew was on their way at $7: 30$ a.m. for Buckhannon.

Mr . Thayer served as engineer on the 5005 passenger train engine from Richwood to Clarksburg. He also blowed the whistle and pulled the throttle on 7608 , one of the biggest steam engines ever in service except the 614, that runs continuously on excursion runs yet today and yearly from Cincinnati to Hinton. The 7608 was 192 feet long from cow catcher to the coupling at the end of the water tank with a 235 lb . steam pressure, held 25 tons of coal and 22,000 gallons of water and was used to haul troop trains all over the United States during World War II.

Mr. Thayer has trained a number of young engineers on diesel. Tommy Bragg, Don Snyder and many many others. He has runon about all the trackage from
and Cumberland, Maryland; there is little trackage in the scope of the BEO Grafton yards that Mr . Thayer has not covered.
Mr . Thayer was the original objector to the conditions at the old Beanery at Cowen. He filed Beanery at Cowen. He filed report on several occasions about living conditions, screen doors, beds and general conditions. A new air condition ed Beanery was built and this writer and his brothers were the prime contract ors. We also started the Cass Scenic Railroad the same year.
Mr. Thayer wrecked at Orlando in Braxton County in 1958. The first car behind three engineers kicked a rail and 31 coal cars loaded, jumped the track and piled up 6 deep. We were clocked at 39 miles per hour when we wrecked.

Mr. Thayer wrecked two miles east of Cowen on Laurel Creek's steepest grade. We had a loose wheel that wouldn't slow down in a curve and turned sideways and derailed 37 coal cars. There is probably coal on Laurel Creek today. It went all over the hillside. I once wrecked one, the big Ditch, coming from Camden-on-Gauley We came upon a broken hoppers of coal. Every-
body remembers the bridge
fire and the recent wreck at Centralia Tunnel. When you come out of the 400 feet tunnel it is only abou: 40 feet to the 600 feet long bridge with guerders ever 100 feet and over 200 fees down to the water. The day of the wreck the engineer was through the tunnel and on the burning bridge and engines passed bridge and engines passed over the bridge on the steel guerders and clearing the burning ties and hot steel as they slid across the guerders the fuel oil tanks were splitand when the fuel oil hit the hot steel it made a tre the ho steel it made a tremendous fire. Somehow the engineers and train crews managed to put out the fire and save the engines. Mr . Thayer was one of the engineers who helped rebuild the bridge and restore railroad traffic.

Mr. Thayer married a railroad woman. His Charlotte Thayer, was a clerk and telegraph operator in Grafton before they moved to Cowen.

Mr . Thayer was born to be a railroad engineer. He has many good pictures of engines and wrecks and can talk for hours about his lifetime railroad experience. He is a living, walking legend on B\&OO Railroad history. A member of the Cowen Railroad Hall of Fame, Mr. Thayer is a man that all Webster Countiang and West Virginians should be proud of.

Page 8

## Paul G. Thayer

Paul G. Thayer, a 90 lb . railroad engineer, who was not supposed to make it because of his size, his engineer leather gloves come almost to his elbows, he had to look for small women's garters to hold the sleeves up on his shirt and his blue railroad handkerchief went around his neck twice, his railroad cap tipped his eyebrows. He looked like a midget with a circus. His determination and hard work made him one of the best railroad engineers to
ever pull the throttle and blow the whistle for the $\mathrm{B} \& \mathrm{O}$ Railroad. He went to work as a fireman in 1944 and was running as an engineer in 1947. He started running the 1212 freight engine, later the 1314. In December 1949 he bumped into the passenger run from Pickens to Buckhannon, steam engine \#3113. His first three days in Pickens is something to remember. - He started from Buckhannon to Pickens in a 1941 Ford at 7:30 at night and
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hade fomenewherfa dhe brikfoge

## Asking Politicians To Consider Youth And C.C.C.'s

## In Shenf Giwn

Ner pulinal caroer has hun find mi kuspos. plamiten uns hoo-lown sumetrons $=\mathrm{f}$ leith from ote mos elictent, at well as ise eliectid. Dick Benwon. Ae popolar ate pilier and IT م perate Smanor has had suerchesend as real sick of obe prowest tink. We Lete Central West Vromis weth Aim a speedy viverr. He ts the same minthar defouted me after man thar detcated moc after
dor dirction was over in 1972. In a six-county mexint and in Randoiph Cosnty (Elkins). we apesed the Hyde Park vocing precinct with 3 cans of ballos and 780 voters, to bulloer, no excuses. cacepe Richurd Neely and Larric Bailey had stolen the trlloos during noon tecess and the County Commiswoners, who serve as election commissioners, moved thar they accept the count as eatablished by the election officials on the precinct level and Dick Benson was declared a winner in late August by three votes and a Circuit Court Juder decision. Mr. Benson was the authorized State Senator who voted and used my State Senate
and verved as their speaker of the House of Delegates. At the next election I was elected to the Silver-Haired Senate and was elected as President, but was declared inelisible because 1 would not sign an afficavit that 1 would not run for public office.
In 1958, under President Eisenhower, WV economy was flat unemployment in southern WV was at an alltime high. Unemployment funds were gone, relief and food orders were almost tood orders were aimost
impossible, Red Cross, impossible, Red Cross,
churches and charity organizations were broke. The southern counties of McDowell, Mingo, Logan and Mercer were at a standstill.
As an elected member of the WV Legislature, we organized a committee for distressed areas of WV. I was appointed chairman of the 25 -member committee. I see poverty at the worst with ugly conditions outside toilets with their sticky smells, a clinging odor long after you left the scene, shoestrings dangling from oversized hard-toe mining boots, caps and socks pulled down over thick, dark, dirty hair, thick, dark, dirty hair
checkerboard John Ritchie shirts, etc. Out of this 10 . day, 25 -member committee investigation came the State Temporary ceonomic program (STEP) $\$ 1.00$ an hour state park work's program, the welfare seed and garden program, and the first $\$ 30,000$ for food stamps in McDowell County alone, later Mingo, Logan, Clay and Webster and then statewide and now nationwide.
Last year 1985, I had TV in Charleston, five nights weekly that covered Kanawha, Putnam, parts of Clay, Fayette and Boone. I have a TV library, VHS and Beta, thirty-six 30 minute TV shows with various legislators, State Senators and Board of Public Works all on file at my home at 216 River Drive, Webster Springs, WV. They have run as reruns in Webster Springs, Buckhannon and are now running in Morgantown and will run in Elkins immediately after Christmas. I hope the TV cable subscribers of Webster TV Cable Service demand they run the TV Sheriff Given show in Webster Springs, during the January February legislative
politically is simple discouragement. I have been in the political barnyard of discarded Democrat politicians for years. The WV family politician says we don't vote for Sheriff Given. He can't win, he won't pay on the precinct level. He's a loser, he doesn't agree. We don't need him on the team. Election after election the people help me knock on doors - the team gets out their cash political funds, and pay on the precinct level - and if necessary re-finance election day about noon and start giving and buying. I always make them spend hustle, pull their hair, fight among themselves and promise one another and Ward healers political dreams of elephant size.
Jobs are the main issue in WV and the nation. Serious questions should be raised by the WV legislature and our Congressional delegation in Washington, DC about any government or any economic system that can provide jobs to all who need them and are able to work. It is crystal clear with unemployment at about $15 \%$ in WV and $44 \%$ for
and national economic system is not able to provide such jobs. The Reagan administration is running wild with space age, star wars, and military and defense contracts, so many and so big that controls have been lax while taxpayers are buying ash trays for $\$ 100$ each and bolts, nuts, washers and screwdrivers for $\$ 40$ each. Congress has been brainwashed into approving safety for this nation to the tune of a 2 trillion debt at $8 \%$ interest while at the same time reducing the standard of living of the middle and working class by tightening of black lung, food stamps, social
security, veteran's benefits, abot contracts, etc. Congress helps themselves and trying hard to make second class citizens out of our citizens. They havesaid amen to Reagan's star wars, congressional benefits, junkets and continue to vote for 2 trillion deficits that our children and grandchildren can never pay.
The great 100 -year flood of Novembet 4 and 5 , is history, and people, towns and government agencies are at the mercy of politicians, both state and national. Think of all the laid off col miners. If th laid-off coal miners. If the Continued On Page 12


## Mike Ross Gas and Oil Coalton

 If you are interested in Gas and Oil and need 1,000 acres blocked up Mike Ross can help you. If you are from any of the 18 Latin American Countries and have gas and oil acreage for sale, Mike Ross will buy, sell or help you block up acreage for drilling or selling.Mike Ross
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## Coldest And Highest

Navene spent part of the pet two months occasions fiv ind on occasions pkink time our the front porch of no it on the Company Store, the ald. Company Store, which ar one ine in the state of the kept about anything and kept wanted, one hean the phuste of old No. 4 Shay engine purchased from Birch Valley Lumber Company, Tioga, WV and now used at Cass as remembrance of old lopsing days and as an excursion train for people from all over the U.S. and forcign countries. At the proent time, old No. 4 ervening some young men is future engincers for the Cass Scenic Railroad when it is completed to Bald Knob. The No, 7 Shay engine, which recently ivited the Mountain State Forest Festival was purchased by the Natural Resources Department from Meadow River Chay No. 5 and No. 1 are two of the original engines left from the Mower Lumber Company, Number 5 is in operation and No. 1 is being completely overhauled and will be 96 eady for service by June of ast engine ro Bald Knob in 1961 with Wally Barron
aboard during the process Project by the State of

Sitring on the store porch, one hears wild tales of Thornt Hennings and Big John Cochran, as well as many others. Somehow they remember more about inces, fist fights, murders, Inces, fist fights, murders, Railroad, was a really busy
and jails than about how place from 1906 to 1913.

## Pardee-Curtin Lumber

Continued From Page 6 about anything that you could ask for. The warchouse in Bergoo was equal to a large wholesale bouse. Potatoes and many food items were bought in carload lots.
The Bardee Curtin Store had many good store managers under Mr. Orkney: Doy Brannon, Parcoal: Brack Davis. hecoul; 1.B, Robinson, Bereos: Georer Barnett of Camden on Gauley. Brgen The Curtin stores sere conaidersd among the bese of company stores in the stane of Whest Virginia. is is dis ariter's optnion that Cartin wxi an manke cosprany it is was the vreet's ofinkon that nerr tas of conl ind mern boud of ham her that Iff Wrbeter County cindl heny bers rawed by ofrien med houndseet. Tor foped farvan and hation now ford rosely, Nhe houk lese a diens dherlial wher dae evarr of twht
many thousand feer of number was sawed in 24 hours ( 242 M feet). They milroad wrecks and snow railroad wrecks and snow them have been in the town of Spruce in its heyday, propulate 500 in 1914, boarding house, post office, school and Dr. Coffer and his pill bag and motor car.
Mr. Walter Good, railroad engineer on the Spruce line from 1927 until 1960, can give you as much or more information as anyone in Cass. In fact, he was the engineer for No. 1 to Bald Knob when the politicians and Mr. Barron took the last ride. He recalls a wreck on the run around in Spruce with a 700 Malley belonging to the Western Maryland. He was running Shay No. 12 , reversing the bar. The 700 hit him again. Shay No. 12 was never run anymore. He said it was really sad to see such a good engine be cut up for junk, as the Mower Lumber Company Engines Nos, 2, 3, 8,9,10,11, and Nos. 2, 3, 8,9,10,11, and 13 got the same treatment later on. He stated to me
that he had a Shay engine off the track as many as 12 dmes in one day.
As you know, Mower Lumber Company had their own shop (still in
teel. On a tough repair job there was no one like John Lowery. He would whittle a pattern for the piece out of wood, then go to the
shop and with the help and advice of others, would cast the piece out of steel.
The present railroad known as the Cass Scenic

Virginia for employment. We are thankful for all the good football players furnished to Webster Springs High School: Jack Nutter, Jim Lough, Grant Lough, Jim Arbogast, Ricky and Larry Curlip. Joe and Phil Harris, Brack Davis, Ed Fincham, Duck Lipscomb, Clyde and Durward Leuikart, Dick and Argel Smith, Walt Helmick, and Frank Darko from Jerryville.

We are proud Curtin sent us Grant Winkler, who works for the State Road, George Crislip, our banker, his wife, a teacher in the local high school, and many othens in all walks of life. I wish for the Pardee Curtin Lumber emplayess of bysone years. and present day employees. ond present day employees.
nuany years of grod health and succoss.
P.S Put a copy of this ging in the atric or under
Ale lond, and forest all the fousakes. I wite ance a twek and perfection is a lud wint ifinies.

Shay engines No. 12 aind 13
(15b tan) exclusively on the eight mile being rebuils makine two and sometimes threr tripe in 24 hours. The CSe from Roncervert to Durbin took 100 cars of lumber, pulp and tanned bark, from Cass almost every day to Covington Maryland. Mr. Good, who was one of the engineers on this run for years remembers the old supply him as much as possithl There were so many people trying to travel from Spruce to Cass, it was dangerous riding on the log cars. Thirteen were all they
could haul and get through the switch backes and they used a brakeman for every two cars. He said the supply car and log cars were overloaded with berry pickers in the summer and an awful lot of hunters during the fall and winter

Mr. Good's wife, still living in Cass, ran the last iving in Cass, ran the last
boarding house at Spruce or Cheat Junction from 1941-1946, and that was the last of the buildings at Spruce. Cheat Junction was the railroad junction berween Slaty Fork and
Elkins. The stearn Malley Elkins. The stearn Malley
of the Western Maryland Railroad stopped for water, coal and orders. It was an enjoyable place for railroad workers to relax and assemble history of storms, and zall tales of hunting and fishing in that story of a snow storm story of a snow which is hard to believe but elements of the same storm were here in Webster Springs. Our very own people of this town were without water and electricity for one week and people from Upperglade and other parts of the and other parts of the Webster Springs from 2 to 5 days. The time was Although I was in Germany at that time, I recall talking to many of our citizens about their conditions during that particular week of by-gone history. Mrs. Good said it started snowing at $6 \quad \mathrm{a} . \mathrm{m}$.

December 7, 1944 and snowed 36 inches by 11:30 a.m. It kept on snowing for a week and they kept keeping records. In three
> floar
> floar of the bow ond thase, Mr. Good toll me tifitroad put two and there plow the sne takether to Pracks. Mr. Good ran the lead ensine and the snow
came in the window of the engine so badily they of the to stop and shovel the snow our of the cab. Mrs. Good said that during the snow itorm they always had telephone connections with Elkins. The did run out of a lot of items to eat and had to bake biscuits three times a day. It was an experience of a lifetime.
She only had bed room for 14, and was stuck with 20 men and 2 women, and hac to scratch the bottom of the barrel for food It lastec for a full week and they all made if out in fine shape Frorn the ralk on the front
porch of the old Company Forch of the old Company Lumber Compuny comes many a good story. How well they are appreciated by the younger generation and the public is unknown. One thing for sure comes One thing for mind when you to your mind when you mention Spruce, it surely is the coldest and highest
place in West Virginia place in West Virginia

A Trip To Bald Knob
wabbed twy wat and cons and headed down through Randolph, Pendleton, Girant, Hardv. Hampshire.
and Jefferson countie: and Jefferson counties
toward Baltimore to talk with a Mr. Lfliac vice Maryland Railroad in tourist train possible Webster Spriags to
Spruce, to Elkins and possible connections, with the Cass Scenic Railroad The 1.2 mile linking tract Would connect the Cass Scenic Railroad, the Westem Maryland, and the Coo, and make service
avallable to tourists that is svaslabie to tourists that is
unbelievable. If this should unbelievable, If this should a dream. West Virginia could be the greatest tourist attuaction of all the states in the nation.

I talked with Mr. Liliac, who gave me only little he did liseen ro my story, look apreed to let us take a granted permission to take a couple of railroad motor from Webster Springs to

Spruce, through the soenic
wonderland from Benec to Sterland Forom Berpoo We were honoted to have Mr Uitterback, trainmawe of the Elkins branch, axione of our detivers. We wers accompanied by State Senator Mr. Carl Gainer who is also Serate Renirman of the Natural Mr . Bob Phillipes, and Mr. Bob Phillips, his Republican opponent for the urcomine election on youmber energetbe reacher from the local Weboter Letoy Criship School, Mr. as photosilip, was with us as photographes, and he is a reat good one, His pictures so Webriper Will te a credit
for the next for the next generation. Whe were fortunate in the services of Mr. Phillip Bagdon of Alexandria, Virginia, an employec of
Jim Comstock's and the Jim Comstock's and the
"Hillbilly". This young "Hillbill $\mathrm{y}^{\prime}$. This young man is just starting in joumalism and. his first year as a writer, photographer, and rewspaper man. He was highly Continued On Page 8

## Pacahontas County

 WELCOMESyou!


## Coldest And Highest

Having spent part of the past two months in Cass, WV and on occasions aking time out from work to sit on the front porch of the old Company Store, which at one time was one of the biggest in the state and kept about anything you wanted, one hears the whistle of old No. 4 Shay engine purchased from Birch Valley Lumber Company, Tioga, WV and now used at Cass as a remembrance of old logging days and as an excursion train for people from all over the U.S. and foreign countries. At the present time, old No. 4 serves as a training engine, training some young men as future engineers for the Cass Scenic Railroad when it is completed to Bald Knob. The No. 7 Shay engine, which recently visited the Mountain State Forest Festival, was purchased by the Natural Resources Department from Meadow River Campany Rainclle. WV.
Har No 5 and No. I ar peg of ther oricinal engines

many thousand feet of lumber was sawed in 24 hours ( 242 M feet). They all remember certain railroad wrecks and snow storms and about all ot them have been in the town of Spruce in its heyday, propulate 500 in 1914, boarding house, post office, school and Dr. Coffer and his pill bag and motor car.

Mr. Walter Good, railroad engineer on the Spruce line from 1927 until 1960, can give you as much or more information as anyone in Cass. In fact, he was the engineer for No. 1 to Bald Knob when the politicians and Mr. Barron took the last ride. He recalls a wreck on the run around in Spruce with a 700 Malley belonging to the Western Maryland. He was running Shay No. 12, reversing the bar. The 700 hit him again. Shay No. 12 was never run anymore. He said it was really sad to see such a good engine be cut up for junk, as the Mower Lumber Company Engines Nos. 2, 3, 8, 9, 10, 11, and 13 got the same treatment later on. He stated to me that he had a Shay engine off the track as many as 12 etres in one day

As you know, Mower Lumber Company had


Sitting on the store
porch, one hears wild tales of Thornt Hennings and Big John Cochran, as well as many others. Somehow they remember more about dances, fist fights, murders, and jails than about how
of wood, then go to the shop and with the help and advice of others, would cast the piece out of steel.

The present railroad known as the Cass Scenic Railroad, was a really busy place from 1906 to 1913.

## Pardee-Curtin Lumber

Continued From Page 6 about anything that you could ask for. The warehouse in Bergoo was equal to a large wholesale house. Potatoes and many food items were bought in carload lots.

The Pardee Curtin Store had many good store managers under Mr . Orkney: Doy Brannon, Parcoal; Brack Davis, Parcoal; L.B. Robinson, Bergoo; George Barnett of Camden on Gauley, Bergoo. The Curtin stores were considered among the best of company stores in the state of West Virginia.

It is this writer's opinion that Curtin was an recellent company. It is also this writer's opinion that every ton of coal and surry board of lumber that Inft Webster County ahould have been caxed by the tan and board fert. The tepolation at Itryoos. No. 4. whd hartoes and Parcoal were prond poople, who wouncolized for a livelihowal. It is wahneme they had 4e lreme rlae atses of West

Virginia for employment. We are thankful for all the good foorball players furnished to Webster Springs High School: Jack Nutter, Jim Lough, Grant Lough, Jim Arbogast, Ricky and Larry Cutlip, Joe and Phil Harris, Brack Davis, Ed Fincham, Duck Lipscomb, Clyde and Durward Leuikart, Dick and Argel Smith, Walt Helmick, and Frank Darko from Jerryville.

We are proud Curtin sent us Grant Winkler, who works for the State Road, George Crislip, our banker, his wife, a teacher in the local high school. and many others in all walks of life. I wish for the Pardee Curtin Lumber employees of bygone years. and present day employees, many years of good health and success.
P.S. Put a copy of this atory in the artic or under the lock, and forget all the fuistakes. 1 write once a weck and perfection is a had wond fo mes.
which is $h$ but elemen storm w Webster St own peopl were with electricity 1 people fri and othe country u Webster $\S$

5 days. Decemb Although at that tirr to many about tl during th: of by-got Good s snowiny

Decembe snowed 3 a.m. It ke a week keeping

Shay ungines No. 12 and 13 ( 150 ton) were used exclusively on the eight mile being rebuilt making two and sometimes three trips in 24 hours. The C\&O from Roncervert to Durbin took 100 cars of lumber, pulp and tanned bark, from Cass almost every day to Covington, Virginia and Luke Lake,
Maryland. Mr. Good, who was one of the engineers on this run for years remembers the old supply car and tried to keep it with him as much as possible. There were so many people trying to travel from Scruce to Cass, it was dingerous riding on the log cars. Thirteen were all they could haul and get through the switch backs and they used a brakeman for every neo cars. He said the supply car and $\log$ cars were overloaded with berry pickers in the summer and an awful lot of hunters daring the fall and winter.

Me. Cood's wife, still living in Cass, tan the last bonstling howise at Spruce of Cherat Junction from $194-1946$, and that was the lase of the buildings at Monatici Clerat / unction was Whe failrond junction lastwoest Siaty fork and filums The wteats Malley of the Xestors Maryland
days it was up to the windows on the second floor of the bourding house. Mr. Good told me that they put two and three railroad engines toge ther to plow the snow off the tracks. Mr. Good ran the lead engine and the snow came in the window of the engine so badly they had to stop and shovel the snow out of the cab. Mrs. Good said that during the snow storm they always had telephone connections with Elkins. The did run out of a lot of items to eat and had to bake biscuits three times a day. It was an experience of a lifetime. She only had bed room for 14 , and was stuck with 20 , men and 2 women, and had to scratch the bottom of the barrel for food. It lasted for a full week and they all made it out in fine shape. From the falk on the front porch of the old Company Store of the Mowet Lumber Company comes many a good story. How well they are appreciated by the younger generation and the public is unknown. One thing for sure comes to your mind when you mention Spruce, it surely is the coldest and highest place in Weat Virginia.

## A Trip

Some two week: grabbed my hat al and headed down Randolph, Pen Grant, Hardy, Hat and Jefferson c toward Baltimore with a Mr. Lili nresident of the
Maryland Rail reference to a tourist train Webster Spr Spruce, to Ell possible connect the Cass Scenic The 1.2 mile lit would connect Scenic Railr Western Mary the C\&O and n available to tou unbelievable. If become a realit a dream, W/ could be th tourist attracti states in the ni

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## Pocahontas County

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lore in formatron
in Cass. In fact, ngineer for No. Knob when the and Mr. Barron last ride. He reck on the run Spruce with a belonging to Maryland. He \& Shay No. 12 , ec har. The 700 n. Shay No. 12 in anymore. He cally sad to sec encine be cut as the Mower apany Engines 9. 10, 11, and ame troatment seand to me a Shay engine as many as 12 day. mos, Mowct
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could haul and get through the switch backs and they used a brakeman for every two cars. He said the supply car and log cars were overloaded with berry pickers in the summer and an awful lot of hunters during the fall and winter.

Mr. Good's wife, still living in Cass, ran the last boarding house at Spruce or Cheat Junction from 1941-1946, and that was the last of the buildings at Spruce. Cheat Junction was the railroad junction between Slaty Fork and Elkins. The steam Malley of the Western Maryland Railroad stopped for water, coal and orders. It was an enjoyable place for railroad workers to relax and assemble history of railroad wrecks, snowratrorins, and tall tales of hunting and fishing in that ares. Mrs. Good tells a true story of a snow storm which is hard to believe, but clements of the same storm were here in Webster Springs. Our very own people of this town were without water and eliectriciry for one week and people from Upperglade and ather parts of the conasery were aldolined in Webstert Springs from 2 to

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## Pacahontas <br> County

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## Pacaho WELCOMES

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railroad workers to relax and seemervis history of storms, and tail taies of hunting and fishing in that area. Mrs. Good tells a true story of a snow storm which is hard to believe, but elements of the same storm were here in Webster Springs. Our very own people of this town were without water and electricity for one week and people from Upperglade and other parts of the country were sidelined in Webster Springs from 2 to 5 days. The time was December 7. 1944. Although I was in Germany at that time, I recall talking to many of our citizens about their conditions daring that particular weck of by gone history. Mrs. Good said it started snawing at $6 \mathrm{a} . \mathrm{m}$.

## Decomber 7. 1944 and

 seowed 36 inches by 11:30 sam. It kept on snowing for4 werk and they kepe keeping recoeds. In threc


Page 11

Has up ive tha on the second $f$ the bowirding Ir. Good told me put two and three ngines together to f snow off the ir. Good ran the be and the snow se window of the hadly they had to shovel the snow ab. Mrs. Good furing the snow y always had - connections 3. The did run $t$ of isems to cat ) bake biscuits a dasy. It was an of a likerime. If lued room for stack wtth 20 , comen, and had we boettom of f foond It lassed rik and they all an fing a s.ape. 4.po the front cidd cuamprany the Mowet Epretey corves 4) story How F xepermciaited geri greketationt ic is astion forms.
or satie gomthes n3 whens youe was, if asively as and loughest sar Wirgutas

## A Trip To Bald Knob

Some two weeks ago, I grabbed my hat and coat and headed down through Randolph, Pendleton, Grant, Hardy, Hampshire, and Jefferson counties toward Baltimore to talk with a Mr, Liliac, vice prosident of the Western

Maryland Railroad in reference to a possible tourist train out of Webster Springs to Spruce, to Elkins, and possible connections with the Cass Scenic Railroad. The 1.2 mile linking tract would connect the Cass Scenic Railroad, the Westem Maryland, and the $\mathrm{C} \& \mathrm{O}$ and make service available to tourists that is unbelievable. If this should become a reality instead of a dream, West Virginia could be the greatest sourist attraction of all the states in the nation.

I alked with Mr. Liliac, who gave me only little encoxpragement, however, be did lioten to my story, phad agterd to gt itp take a look Irat hand We were eranited pertmission to take a complese of railrond mokor cars on Aseust 14, 1970 froms Aesbeter Springs 6o

Spruce, through the scenic wonderland from Bergoo to Slaty Fork, to Spruce. We were honored to have Mr. Utterback, trainmaster of the Elkins branch, as one of our drivers. We were accompanied by State Senator Mr. Carl Gainer, who is also Senate Chairman of the Natural Resources Committee, and Mr. Bob Phillips, his Republican opponent for the upcoming election on November 3, 1970. The young, energetic teacher from the local Webster Springs High School, Mr. Leroy Crislip, was with us as photographer, and he is a real good one. His pictures, on this trip, will be a credit to Webster County citizens for the next generation. We were fortunate in the services of Mr. Phillip Bagdon of Alexandria, Virginia, an employee of Jim Comstock's and the "Hillbilly". This young man is just starting in journalism and. his first year as a writer, photographer, and newspaper man. He was highly Continued On Page 8
by the younger generation and the public is unknown. One thing for sure comes to your mind when you mention Spruce, it surely is the coldest and highest place in West Virginia.
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Jim Comstock's and the "Hillbilly". This young man is just starting in journalism and his first year as a writer, photographer, and newspaper man. He was highly Continued On Page 8


## Knob

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# The South Branch Valley Of West Virginia 

## August 14, 1963

During the process of launching and running a

Virginia tags and they were state cars-probably some political parasite sponging
less a homecoming among the friendly people who migrated to the South

Valley is one of the great farming regions of West Virginia. The poultry

Page 12

## A Trip To Bald Knob

Continued From Page 7 recommended by Mr. Comstock, and he is, in my opinion, one of the most classical writers on railroad history to come down the pike. His writing, on this trip, will be appearing in newspapers throughout West Vigginia, and in due time, throughout the nation - providing he doesn't become a second "Sheriff" Given and let his hat go to a size number 8 and want to run for Congress or move in on the New York Times for his first full time job.

Mr. E.O. Parker, a good looking, young track supervisor was the driver of the other motor car. He is a talented, slow, easy speaking. conscientious, railroad main, who believed in carrying out his orders on time. We were busy taking pictures, stopping and looking for soritic views that this fine young gentleman will never gocopt another assignment for a group of slap happy tourists serking photo"7)


This tourist attraction, a scenic train always loaded with people from throughout the United States, is a spectacular of wonder. As the \#7, a Shay relic of logging years, almost stalls as they approach the steepest grade in the Cass Scenic Railroad Tour, all aboard experiences a thrill; a thrill which the engineer gives his customers and photographers every day. A shrill whistle, a show, a ring of smoke, a few hot cinders, all add up to a lasting memory to all aboard.

We all have certain day swe will always remember. Maybe it was a church service, a football game, election day, a lecture in high school or college, a big contract, or a fist fight with the Honorable Curt Trent, or a bad story you gave to a ne uspaper, or a good one you failed to get printed, but August 14, 1970 will always be a day of lasting memory with Mr. Utterback, Mr. Parker, Mr. Gainer, Mr. Crislip, and the fine young writer, Mr. Phillip Bagdon. As we regroup the words, write the story, pound the typewriter, dig through pepers, notss and the dictionary, make innumerahbe Eelephone calls, and burs the midnight oil, we feckive no pay and limle or aes bocal herle.


## The S

Awgust 14, 19 During the launching and contracting bus period of years have the mem elephant, the Job, and the dream wish hogen fhas
first full time foo a good Mr. E.O. Parker, a good looking, young track supervisor was the driver of the other motor car. He is a ralented, slow, easy speaking. conscientious. callroad main. who believed in carrying out his orders on time. We were busy taking pictures, atopping and looking for connic veys that this fine young gentleman will never accept another assignment for a group of slap happy tourists seeking photographers. Department of Narural Resources was courteous enough to lend a helping hand. One of their old, International, beat up trucks picked us up at Spruce for the journey, 1.2 miles over the old disbanded railroad of the Mowery Lumber Company to old Spruce, and the 4 miles through the wilderness and hunters paradise to Bald Knob.

The train loaded with mourists, belching smoke through the tall spruce, amid a stack of clicking camplas Emerged, under tos pock Spectacular and Mald Knob sign hanging to the locust trees some ternty feet in the air (put therse ope Safurday evening by "Sheriff" Civein and braeker, K K . Given and Bet Elaick). This entrance te Case and Bald Knob was a ilfeam of feauty by some porie aichitext, employed by Clisef asd Daily. It was a mackament of grief in


We all have certain day swe will always remember. Maybe it was a church service, a football game, election day, a lecture in high school or college, a big contract, or a fist fight with the Honorable Curt Trent, or a bad story you gave to a newspaper, or a good one you failed to get printed, but August 14, 1970 will always be a day of lasting memory with Mr. Utterback, Mr. Parker, Mr. Gainer, Mr. Crislip, and the fine young writer, Mr. Phllip Bagdon. As we regroup the words, write the story, pound the typewriter, dig through papers, notes, and the dictionary, make innumerable telephone calls, and burn the midnight oil, we receive no pay and little or no local help.

You can do lietle or nothing by yourself. I ask the people of Randolph, Pocahontas, and Webster to help themselves and help sell the idea of a tourist train from. Webster Springs to Bald Knob and from Elkins to Bald Knob. We.fave to do sorpething in Webter Springs beides talk. We nem a road up and down Elk River, the Salt Sulphur Wells and Baths restored and a daily tourist train from Webater Springe to Bald Knot. No ohe man can oo anyuning without the help of the prople. I ask your helpt

Sincrtely.<br>D. P. "Sheriff" Given



## Th

py sneritt vivem and brother, R.K. Given and Pat Elsick). This entrance to Cass and Bald Knob was a dream of beauty by some youne architect, employed by Grief and Daily. It was a monument of grief in construction, a paramount of beauty for the tourist.

Salt Sulphur Wells and Baths restored and a daily tourist train from Webster Springs to Bald Knob. No ohe man can oo anytnung without the help of the people...I ask your help!

Sincerely,
D.P. "Sheriff" Given

# Asking Politicians To Consider Youth-CCC's 

Continued From Page 9 are human and logical, it would appropriate money and put all these unemployed people to work, tebuilding the flood towns of W/V. However, it is not clear that the federal gowernment is not going to furnish the appropriate help, much less provide jobs on the mass scale as the WPA, CCCisand NYA ine the MCrs. This is whar we noed asd should have.

Thas veser, 1905, has seen Shenifi Gives atfending CCC Fuembies, talking. wrising, buspase for the
youths. It has been a new style of writing, like steak sauce poured over my fountain pen; like ketchup, mustard or lettuce on the burger. It isn't so, writing style is a dish by itself. (Jim Comstock - WV Hillbilly).
A good cook knows how to combine cooking elements in the right amount at the right time with the right temperature, so this writer and cition has strival to makh words and sentenws
to put the pulitisian in the mood to conaider my thome of $\mathrm{CCC}^{\prime}$ 's flawhe. and WV mexnytiqum it
requestel plasterer Branch Virginia, of nat splendor of my li which h broken, with a br had bee thing in been tt West V through and Da opinion about candidat 1964. T considen the Dem jumping with no ions as Republic Arch M Underw Blackwat of my and as 1 restaurat facilites be, 1 ti Blackw moloyed United moneted

## The South Branch Valley Of West Virginia

## Angwat 14. 1963

Durting the process of lavating and running a asemracting business over a period of years, one must have the memory of an elirphant, the courage of fok, and the desire to dream with imaginary hopes that he can eventually accomplish something for the wellleing of his county, state and nation that could be recorded in the history books for the next generation.

As Given Construction Company approaches the end of another contract (Webster County Memorial Hospital), I was requested to recruit some plasterers from the South Branch Valley of West Virginia, which is truly one of nature's outdoor splendors. So with the help of my little yellow truck which has the windows broken, I was furnished with a breese that told me I had been missing something in all the years I had been traveling through

Virginia tags and they were state cars-probably some political parasite sponging a night's lodging.
At 11:30 p.m., I found myself on a moonlit night driving down the Canaan Valley on State Route No. 32 to Harman. There was no traffic and my memory drifted back to recent news releases of millions of dollars for the development of a tourist mecca for that particular area. I remember a few years back when we were building the school at the mouth of Seneca-I took the same ride in December during deer season and there seemed to be a tent pitched in every bend of the road with native citizens in quest of a deer. I drove real slow down the Allegheny Mountain to be sure of identification of a spot where a tractor trailer had wrecked and disposed of a trailer load of Campbell's Soup and well remembered a few young boys seven or eight years old talking about the
less a homecoming among the friendly people who migrated to the South Branch Valley.

Yesterday's sounds and today's in the unique South Branch of West Virginia, the sportsman's paradise, is 100 miles from city living. Yesterday's sounds were those of the fire crackling with smoke signals from the Senecas or Cherokees, and the Indian "wa" cry, along with the yelps of the dying wildcat just pierced from the flint of the stone carved from the rock formations you now see as you roll merrily through the historic valley with a high powered engine at your fingertips listening to the commentators' talk about the destruction of the world.

Today the South Branch

Valley is one of the great farming regions of West Virginia. The poultry convention (Chicken Pluckers) held yearly at Moorefield gives you a new look at industry. Poultry in the South Branch is big business and the Poultry Festival in Moorefield is a way of telling West Virginia their life story, their customs and traditions.

The Valley remembers the McNeill Rangers; shares its old style homes; displays its primitive antiques and civil war relics in the Petersburg Museum. Beauty is in the South Branch Valley; unique Smoke Hole and Seneca Caverns, and Lost River State Park. It is a great place for sight-seeing and city sick vacation seekers.
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## knows how to

 king clements mount at dhe the the ribht so this writer as strival tos and sentences litician in the onsider my O : s flumeds. myday tavent. (t) Hospitsl), I =as requested to tecruit some platerers from the South Branch Voller of West Virgeris, which is truly one of natare's outdoor wilendons. So with the lelp of my limke yellow truck which has the windows troken, I was furnisted with a treese that told me 1 had been missing something in all the years I had boes traveling through Wear Virginis. 1 traveled through Parsons, Thomas and Davis sampling the opinion of the people about the hopeful candidate for governor in 1964. There seems to be considerable unrest among the Democrats and they are jumping from pillar to post with no definite conclusions as of yet. The Republicans are definitely Arch Moore and Cecil Underwood. 1 visited Blackwater Falls with one of my political enemies, and as I looked over the restaurant and lodging facilities and the parking lot, I then realized that Blackwater Falls was enjoyed by people from the United States. I only spotted two cars with West
durnge ueet mason and there teemed to be a tent pitched in every bend of the road with native citisens in quest of a deer. 1 drove ral slow down the Allegheny Mountain to be sure of identification of a spor where a tractor trailer had wrocked and disposed of a trailer load of Campbell's Soup and well remembered a few young boys seven or eight years old talking about the "Lassie" show and the different types of soup they had never tasted before. That was some 10 years ago-those same young men are now married, in Uncle Sam's Army, or students in some college or university in preparation for the hard struggles of life for the next 40 years.
I slipped silently by the Mouth of Seneca viewing the rocks by moonlight which gives you the feeling "Indians" are still there watching every move you make. I drifted along the South Branch Valley carved through rocks of unique beauty into historic Petersburg where the TriCounty Fair (Hardy, Grant, and Pendleton) is held annually and is more or
the historic valley with a Beauty is in the South high powered engine at Branch Valley; unique your fingertips listening to Smoke Hole and Senoca the commentators' talk Caverns, and Lost River about the destruction of State Park. It is a great place the world.
Today the South Branch

tripfrom of Che Durbin: to the Ohio final d d backs steep g cools caves



## Sauth Rranch Vallay $\cap$ f West Virginia



## vinat A B A

IW Whe miles to Slaty ready for 0

## What A Ride!


our tamous water.) Aseven car newly painted, clean, distinctive open car tourist train headed by the world's largest 100 ton Heisler steam engine-people clamoring for seats, many taking their very first ride behind steam, a mixed variation of passengers, newsmen, radio and relevision celevision people, a sprinkle of real railroad
buffs (approximately 40), civic clubbers, nature lovers, railroad executives, legislators, and state senators, all determined to have a real good time. It had been a big weekend for Webster County. The local people really had the "red carpet" out with local civic organizations presenting Webster County's statewide nature tours, with lectures, barn dances, ramp feeds, and a full three days of recreation for our out of county and out of state visitors. They had all enjoyed the train ride in many pictures and recordings of sounds of steam all along Elk River from Webster Springs to Slaty Fork. They had listened to the "best music in the world," the brass bell ringing, the whistle sounds of a "whipporwill", the dry river, an echo as you pass through a gorge or deep cut. The full steam ahead, the photo rounds, a whirling cloud of smoke and steam, cameras clicking away, a rewarding justification for Webster County and its
people. Six monctin of hard I stop ar Jimmy's Esso (a local gas station) amid congratulations and some serious doubts about future runs. The fog was so thick from Cherry Falls to Bergoo you could cut it with a knife. At the crossing one mile below Bergoo, a few white faced cattle were grazing gracefully. Only three short days ago their lives tails and heads were high in the air on the verge of stampede from the effects of the steam, black billows of smoke, and the shrill whistle of Heisler \#6, for the crossing. I stopped at Horton's Store for a few fat Blue Ribbon cigars. He had sold completely out to the tourists on Saturday and Sunday.

By the time I passed the \#4 mine, the fog had cleared and there were many campers and fishermen all along the river. I noticed one gentleman drinking water from a creek on the lefthand side of the road. You could now see the snow lines about half-way up the mountains. I passed a smal cemetery below the road, a big buck deer was eating grass from around one of the markers, he made about six long jumps into the natural habitat or hardwood nimber and his white tail vanished. I continued up Elk across the Pocahontas Counts line and heade. ${ }^{2}$ acrass Mt.

Airy, three miles to Slaty Airy, where 219 goes under the Western Maryland Railroad bridge, there is about one inch of the slickest ice I ever encountered on a highway. Two house trailers on this side of the bridge and a McCleen tractor jackknifed on the other side. The road had been completely blocked; a state road grader, and a load of salt cleared the road and I journeyed on to the Slaty Fork Railroad yard. "Doc" Carlson had old Heisler \#6 snorting, smoking, and steaming. They are shifting to the main tracks, getting
ready for our homegrard
jurnsy Dhey hombins fon "Cheat Junction" and stop at the end of the boarding house for water. On top of the water tank is a bout four tons of coal besides what is in the regular bin in preparation for our long ourney to Cass.
We leave Slaty Fork at 9:35 a.m. with 200 lbs .of steam with whistles blowing everything, to full capacity. Some are in doubt whether we can make it up Mt. Airy with seven empty cars, caboose and 13 people. caboose and 13 people.
Stewart Swink, a Cass Stewart Swink, a Cass
brakeman, loses his pipe during the first 1,000 feet.



# What A Ride! 

ompleted on Saturday and Sunday, May 1 and 2, the maiden runs of the Webster-Randolph Scenic Railroad with a sellout crowd six weeks in advance. A fantastic short ride on Friday, A pril 30, by 2700 school children and rachers, the black billows of smoke, the whistle, the ell-a recreation of the Oth century transportaon system.
The town was spruced. he local people had spent uch time and many hours di was well organised for e biy day when we could 5. "Welcome aboard the elt Sulphur Special:".

our tamous water. ) A seven car newly painted, clean, distinctive open car tourist train headed by the world's largest 100 ton Heisler steam engine-people clamoring for seats, many taking their very first ride behind steam, a mixed variation of passengers, newsmen, radio and television people, a sprinkle of real railroad buffs (approximately 40), civic clubbers, nature lovers, railroad executives, legislators, and state senators, all determined to have a real good time. It had been a big weekend for Webster County. The local people really had the "red carpet" out with local civic organizations presenting Webster County's statewide nature tours, with lectures, barn dances, ramp feeds, and a full three days of recreation for our out of county and out of state visitors. They had all enjoyed the train ride in many pictures and recordings of sounds of steam all along Elk River from Webster Springs to Slaty Fork. They had liatened to the "best music in the world," the brass bell ringing, the whistie sounds of " "mhippor will", the dry fivet, an echo as you pass through a porse of decp
 cload of amoke and steam. cameras slicking away, a
evending fuxification for evending fustication for
IVeletiry County and its
woople. Six months of hard work was made intorcaliry.

I stop at Jimmy's Esso (a local gas station) amid congratulations and some serious doubts about future runs. The fog was so thick from Cherry Falls to Bergoo you could cut it with a knife. At the crossing one mile below Bergoo, a few white faced cattle were grazing gracefully. Only three short days ago their lives tails and heads were high in the air on the verge of stampede from the effects of the steam, black billows of smoke, and the shrill whistle of Heisler \#6, for the crossing. I stopped at Horton's Store for a few fat Blue Ribbon cigars. He had sold completely out to the tourists on Saturday and Sunday.

By the time I passed the \#4 mine, the fog had cleared and there were many campers and fishermen all along the river. I noticed one gentleman drinking water from a creek on the lefthand side of the road. You could now see the snow lines about half-way up the mountains. I passed a small cemetery below the road, a big buck deer was cating grass from around one of the markers, he made thout six long jumps into the natural habitat or hardwood timber and his white tail vanished. I wondenued up Elk accios the Pocahontas Countr line and healid atres. Abs

Airy, three miles Fork. At mise Airy, where 2 under the $W$ Maryland Railroac there is about one the slickest ice encountered on a Two house trailer side of the brids McCleen tracts knifed on the ot The road h: completely blocl road grader, and salt cleared the I journeyed on to Fork Railroad ya Carlson had old snorting, smol steaming. They : to the main tras


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A ary shere miles to Slaty ready for our homeward Wath. Af the wh Of Mh jumensy. Bhey hasaded fon Airy. where 219 goes "Cheat Junction" and stop under the Western Maryland Railroad bridge, there is about one inch of the slickest ice I ever encountered on a highway. Two house trailers on this side of the bridge and a MeCleen tractor jackknifed on the other side. The road had been completely blocked; a state roxd grader, and a load of salt cieared the road and I pourneyed on to the Slaty Fork Rallroad yard. "Doc" Carlason had oldHeisler \#6, anorting, smoking, and seraming. They are shifting wo the main tracks, getring
at the end of the boarding house for water. On top of the water tank is about four tons of coal besides what is in the regular bin in preparation for our long journey to Cass.

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## Repe 14

-Only 86 Miles From Flatwoods To Cass

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Dublist' Auction House.
They puther every Sanurday

wight at 7 pm from five countien in $W^{\prime}$ V : Upshur. Lewts. Braston, Gilmer, and Webser. It is the social event of the week, and everybody has a good time. They sell, buy and trade. They have been at it so long they are no longer amateurs. They are all business and comperition to one another. A sale, a social event, a WV historical event by the real mountaineers of WV
You pass Holly Gray Park, Braxton County's 4 H Club grounds and Braxton County's airport and home of Sutton Lions Club and Braxton Count-
y's yearly homecoming. At the upper end of the airport, you take the Dyer Hill Road to Braxton County's beautiful mar Coun shell-pink red brick on, shell-pink red brick calth center. Next you pass the Morrison United Methodist Church, black top entrance, brick patio with four picnic tables with enches, a beautiful well kept cemetery amid an oak grove, a great setting for country church. You journey on past the Newville Road, home of Newville Road, home of Tom Gillespie, farmer logging contractor and a great step on the WV Midland Railroad narrow
gauge passenger train, also B\&O Railroad passenger train, from Clarksburg to Richwood. Next you pass the High Knob Methodist Church and cemetery built in 1890 and rebuilt in 1950-home church of Braxton County's honored citizen Wilkie Dennison of Cowen, farmer, community newspaper reporter ity Although a stone's throw Although a stone's Hebron from the Mount Hebron on the Corley-Caress Road, he hitch-hikes or walks the $11 / 2$ miles on the old Braxton Turnpike to his home church at High Knob. You pass Ander son's Taxidermy. Mr Anderson is really a carpenter. I don't know how he ever wound up being a saviour for big game hunters. You approach Holly Junction headwaters of the Sutton Darn, where both forks of Holly come together. Six years ago, a railroad hub and busy depot when the narrow gauge passenger train out of Webster Springs made connection with the B\&O passenger trains out of Richwood to Clarksburg. It is now underwater and the site is known as Kanawha Run Trading Post. A country store, the U.S. park their boats during winter season. It is now run by Shirley and Jim Bright. This is a good place
to spend the afternoon if you are a boat trader. You pass Thompson's, Holly Hole campsite. Thompson, coal stripper and builder a coal stripper and builder of Harrisor mall, is a former Bridgeport mall, is a former Webster County native. You pass the New Hope Church of Diana, a people's church paid for and erecred by the citizens of Diana. When you stop at Bruffy's Store for gas and oil, you turn the corner and you are on State Routes 15 and 20, and the Webster and 20, Turn ike, Springs Turnpike, and Cool's Country Store, and the Diana Post Office, opposite Basil Cutlip's hometown park. Mr. Cutlip takes great pride in his job as park superin his job You are now 26 tendent. miles on your way to the 86 -mile trip to visit the Cass Scenic Railroad, and 9 miles out of Webster Springs, sometimes called Puzzle Hole because of Webster's three big mountains: Miller, Point and McGuire. You have to go downhill to get into Webster Springs and uphill to get out.

You are now 35 miles on your 86 miles to Cass. You are in Webster County, Webster Springs, county seat; 559 square miles; population less than population less than 939: Mayor Cassandra Given; a small town with down to earth people. As you enter the city and cross
the Back Fork Ridge, onhe Back Fork Ridge, on the left is Pat Skidmore's Service Station, across the street the WV Liquor Street and Chevroler Stare and Chevrolet Garage. At the stop light is Murl's Restaurant. Turn right on 15 South is Hamrick's Restaurant and Service Station. You come back to the stop light, take State Roure 20 and you are State Rour way to Valle on your way to the old Head. You pass the old Webster Springs Hotel, the bank, turn right at the Sears Roebuck Store, and you see an excellent motel with reasonable prices, the Mineral Sprinos Motel. On Mineral Springs Motel: Cn the left is City Hall, a wealth of information including a full list of high school graduate pictures of all Wesbter Springs High School, before consolidation You rurn around. tion. You turn around, come back to Sears Roebuck and stop, enter the Court House lawn, and help yourself to natural salt sulphur water, which some say tastes like rotten eggs. You continue south on 20 past the Go-Mart which serves delicious sandwiches, Charlie Skidmore's Service Station, Foodland and Jimmy's Exxon. You pass the entrance to Parcoal, Barton, Pardee \& Curtin Lumber Company headquarcers, dumber and a well known lumber and coal town. You continue across Point Mountain, always fresh air, fog and cool nights through June, July, August and September. You stop at the country store and post country store and Monterville, Gateway to Pickens, and

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You are now in
Continued On Page 15


Grafton


Hinst diesel to pull coal from Webeter Spring to Elkins.


## Page 14

# Only 86 Miles I 

Continued From Page 1 like Ripley's Believe It or Not. Logging, trucking and sawmilling is the chief subject. It is the social gathering place for farmers selling timber. Sometimes they so back to the horse and buggy days, cross cut saws, horses instead of bull dosers, and trains instead of trucks and tractor trailers. Cogar's Restaurant is full of hardworking. honest people and a good place to stop for a country macal at rexsonable prices.
you are interested in asticares, atop at Tommy Dedibisa' Auction House. They gather every Saturday
night at 7 p.m. from five counties in WV: Upshur, Lewis, Braxton, Gilmer, and Webster. It is the social event of the week, and everybody has a good time. They sell, buy and trade. They have been at it so long they are no longer amateurs. They are all business and competition to one another. A sale, a social event, a WV historical event by the real mountaineers of WV.

You pass Holly Gray Park, Braxton County's 4 H Club grounds and Braxton County's airport and home of Sutton Lions Club and Braxton Count-
y's yearly hi the upper airport, yor Hill Roac County's oon, shellhealth cer pass the N Methodist top entrat with four 1 benches, : kept ceme grove, a g country journey Newville Tom Gi logging great ste Midland

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to spend the afternoon if you are a boat trader. You pass Thompson's, Holly Hole campsite. Thompson, a coal stripper and buildet of Harrison County's supet Bridgeport mall, is a formei Webster County native You pass the New Hop Church of Diana, people's church paid fc and erected by the citizer of Diana. When you stop: Bruffy's Store for gas an oil, you turn the corner an you are on State Routes 1 and 20 , and the Webst Springs Turnpike, ar Cool's Country Store, ar the Diana Post Offic opposite Basil Cutlip hometown park. M Cutlip takes great pride his job as park super tendent. You are now miles on your way to 86-mile rrip to visit Cass Scenic Railroad, an miles out of Webs Springs, sometimes ca Puzzle Hole because Webster's three mountains: Miller, P and McGuire. You hav go downhill to get Webster Springs and us to get out.

You are now 35 mile your $\$ 6$ miles to Cass.


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the left is Pat Skidmore's Service Station, across the street the WV Liquor Store and Chevrolet Garage. At the stop light is Murl's Restaurant. Turn right on 15 South is Hamrick's Restaurant and Service Station. You come back to the stop light, take State Route 20 and you are on your way to Valley Head. You pass the old Webster Springs Hotel, the bank, turn right at the Sears Roebuck Store, and you see an excellent motel with reasonable prices, the Mineral Springs Motel. On the left is City Hall, a wealth of information including a full list of high school graduate pictures of all Wesbter Springs High School, before consolidation. You turn around, come back to Sears Roebuck and stop, enter the Court House lawn, and help yourself to natural salt sulphur water, which some say tastes like rotten eges. You continue south on 20 past the Go-Mart which serves delicious sandwiches. Charlie Skidmore's Skrvice Seation, Foodland and Jimmy's Exwon. You pass the entrance to Parcosl, Rartos. Pardee Sk Curtin Iwmber Company
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Randolph County, p tion 28, 734 and miles 1,046.34, hc Guy Kump, great gc of 1935 and Wally 1960. How man historical points is nationally for the state Forest Festi yearly, the first October when Ja has turned the I brown, auburn r you know winter way.

You come ta Head, you turn 219 and Scenic \#55, one-half 1 pass the Vall

remy. Mr reilty in't know wound up or bigesame approach enclowaters m. where Ily comse a agos a a beas natrower nowit of mande Eink C nit off abouthe. ET ansd $1 \mathrm{~B} \quad \mathrm{x}:$ |adints sthontis Everer lixasta 3. les is nd Jims prisece

Cutlip takes as park superinrendent. You are now 26 miles on your way to the 86 -mile rrip to visit the Cass Scenic Railroad, and 9 milles out of Webster Springs, somerimes called Musale Hole because of Webster's three big mountains: Mifler, Point and MeChuire. You have to go downhill to get into We closer Springs and uphill too got out.

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You are now in Continuel On Page 15

## 



## The Country Store And Loafers Gawk!

December 29, 1965
January 1966 has rolled around and one should be writing about the history of 1965, but somehow I wander to Camp Caesar where farmers gather to butcher. I haven't been over this fall, therefore I have no fresh sausage or bacon and the liver we used to throw away. I remember the last time 1 helped butcher, someone asked butcher, someone essence
years later, I would be a member of the West Virginia Legislature, writing for newspapers, writing appearing TV and appearing for Congress.
Far be it from me to try and turn back the clock. Civilized men make progress. We never stand still-we travel by 707 Boeing Jet from New York to London in eight hours. I

## Only 86 Miles To Cass

Centhued From Page 14
Rumbiph County, populason 23, 734 and square miles 1.046 .34 , home of Cor Kump, great governor of 1935 and Wally Barron, 5N60. How many great hesorial points is known naboeally for the yearly uate Forest Festival held waely, the first week in Ottober when Jack Frost las turned the leaves to brown, auburn reds, and you know winter is on its way.

You come to Valley Head, you turn south on 219 and Scenic Highway 555, one-half mile, you pass the Valley Head

Restaurant, and Mingo named after the Indian tribe. A number of Indian statues are scattered throughout this area and they hold a yearly Wool Festival. You cross the famous Cheat Mountain, 11 miles to a sign pointing to Snowshoe. You stop at the Big Spring Restaurant and Store, and Ski Barn, Gateway to Snowshoe and Silver Creek ski ranges and the Cass Scenic Railroad. You take secondary route $9,1 / 4$ mile passing the Big Spring Presbyterian Church. You will see about 10-12 horses in a field which belongs to the 152 -
room motel located at the Gateway to Snowshoe and Silver Creck ski ranges. A sign says Whistlepunk lnn, 6 miles, you continue on to thorny Flat Road, secondary rock base, 1/3 crossing Cheat Mountain, 7 miles to Buck Mt. Road, secondary $11 / 2$ miles to Cass. You have now completed the 86 miles from 1-79 Flatwoods in Braxton County, to Pocahontas County, and Cass. You are ready to ride the Cass Scenic Railroad, which schedules, price of tickets, and other information appears in this paper.



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# The Country Store And Loafers Gawk! 

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 of a can of snuff, 3 for 10 ameta) left from my father's gemeral store. We had about anthline pou asked foe, from horsedhoes to salt Gabl and freah spareribe. 1 wally moyond the farmers.
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is was purasent $\mathbf{i a}$ Nry the fiermernto subs bue cigh proums, Mevperies xom tritgemed mather (teves)

years later, I would be a member of the West Virginia Legislature, writing for newspapers, appearing on TV and radio-much less running for Congress.

Far be it from me to try and turn back the clock. Civilized men make progress. We never stand still-we travel by 707 Boeing Jet from New York to London in eight hours. 1 traveled this year from Charicaton io Portiand. Oregon in six hours. This country is on the move and that's as it should be.

The modern store today-you stand in line, grab a cart, whisbang around in a mate of grocerics, filling your cart as you go-everything is already packaged. You orrve as derk and you stand in line again mo pay

The pouns gerls are whing the atresta with bloe, piek, and purple hair Mr. hear simes have dinged. I that till ext a elif. er thald head pow teat duries wisher

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teslly enjoyed the farmers. 1 knew which one used Deech-nut Mail Pouch or Brown's Mule and each woman who used snuff and how they trusted me with their snuff orders. They knew I wouldn't tell anyone else how much they used of what kind.

It was pleasant to serve the farmer-to take his segs, ginweng, MayappleYow hargained and bartered and she farmer got what he wanted in the exact amount. Working in the atore during high school on Saturdays was a pleasure. They always asked me aboser foothall and why I played such a stlly game. The women came by borwhack with a sidesaddie. I always put the Erocerties on the sidesaddle atad harlped the women get ahoosid, wasally twisting the horas's tall to make sure thery got a good start, never Arasming shat someday
around in , wrizoang around in a maze of groceries, filling your cart as you go-everything is already packaged. You serve as clerk and you stand in line again to pay.

The young girls are walking the streets with blue, pink, and purple hair. My, how times have changed. I think I'll get a wig-my bald head gev. cold during winter.

Women wear starppointed high-heeled shoes which are certainly not built for comfort-looks like some women need to use a pencil sharpener in order to get their toes in the shoes.

They've moved the hemline on women's dressed up a notch and it's the style to show the kneecap. This doesn't make the women more attractive-it simply makes the street corner loafer gawk!

From Sheriff Stuen 15091448 . U. 89 geai fave
 Go fer of., Enghond, troner, "tunny Ion, De 1a41 to $7 \mathrm{Wa}, 1946$ satt) Wales Cruen, Whaster doungo, W. Ca. Piented lone 20, 1984. W. Ua's 126 sixhdery.



This is the family of H. F. and S. R. Given. You may recognize my father and mother. The only other identification I make is D. P. "Sheriff"

Given, this writer being on my mother's lap. The others are my brothers and sisters. distincti printed at Press tim gone, wh and what this the historical company railroad Virginia The st have wr approve they brin interest, effort approval address Given, WV 26 $\$ 15$ do you a d paper b

## Another Railroad

 Paper Has
## Come And Gone

Another all-time railroad souvenier of class distinction has been printed and in circulation. Press time has come and pors, what is said is said, and what is done is done. In this the closing of a hiseorical railroad lumber comprany is dedicated to ralroad buffs and West Virginia history.

The atorics and history I bave written will not be apprownd by all of yous. If They bring pleasure or some ieterest, I fleel she time and xfict vell done. For sperowal, dispperoval, my adidrese is DP. Sheriff Ciness Weheter Springs.
 $\$ 15$ stanatioss will being yow a Sewes sogura of ithls peyser loy swears mand My
phone number is 847 5841.

For years I have adopted the philosophy of fun, endeavoring to work at and trying to show others the funny side of life, because there is so much sadness, so many heartaches and so many other duties that take up your time. I have used this philosophy on radio, teleyision, and daily life.

And so with these closing remarks, I hope this historical railroad newspaper has sand somerhing that you will like and tharish. If so, let me know. Fhease put this copv in your ferse lifrary, Bible, ve attic. It sould to useful in the frato ahead.

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## Another Railroad

## Paper Has

Come And Gone



As the old Shay engine, hauling more than 200 happy tourists, puffed up Bald Knob in its sixth week of operation, it seemed to be saying, "I thought I could, I thought I could, I thought I could!'
Like the locomotive in the children's fable. the little engine which pusted and pulled on the Cass Scenic Railroad in Pocahoontas County was where it was because of optimism, determination, and endurance.
a $\$ 576,000$ ARA grame to Cain termis to Wiage upon approval by efficiale of sie Notited thate
 miles away. The autrowemers came lo Bent pert
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rural trangulity.
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# THE BOOMINS <br> <br> Business in Cass 

 <br> <br> Business in Cass}

Scenic railroad is keeping everybody husy.
BY WILLIAM C. BLIZZARD


Picturesque old Shay engine waits at Cass Depot before first run.

As the old Shay engine, hauling more than 200 happy tourists, puffed up Bald Knob in its sixth week of openght it seemed thought i colld, 1 thought 1 could, ', could!" Like the locomotise in lice children's fable, the litile engine which pubhed and pulled on the Cass Scenic Railroad in Pocabontas Couny was fion, and endurance.
Those qualities belonsed to the Cass Planning Those qualties beation a local group tormed in August, 1960. Cormer the Mower Lamber Co. chnacd the sawmil after toze Mome operation which him! supported the Cr.xs
This four-member commitiee, trated by Theodore Rlife, dhiel accounfant of the Natimat Kadio Astronoms Oiservatory at Green thank and J. M. Kane J5, a cass merchant had a soal: the purchase os the same or par of the logging railuay at a Wet Virgima tour Dt ittraction.
The Department of Vataral Besources. plamed by a percmial fund storfage, was not at first receptive to tie fora. But discourPlanma Cows support and the aid of aged. With newspaper suppor was appropriated Triendly legislators, $\$ 150,000$ was appropriated by the 1961 Legistature for the The Departthe Cass tracks and rigat-otwuired the property in the summer of 1962
Aithough the state had ouly about $\$ 30,000$ to make repairs to the logging road and build the necessary facilities, the Cass Scenic Railroad opened for busiress on Jume 15, 1963, five days before the state's 100th birthday. The Cass Planning Committec thought it could, and it had. By July 28 , before the business day started, 3,796 adults and 1,558 children had, during the firat five weeks of operation, paid $\$ 2.00$ and $\$ 1.00$, respectively, for the eight-mile round trip. During the fifth week of opetation, atone, tall way fares were collecied in the ampunt of 52,283 There were drawbachs and diappolntmet. Only four miles of the track cenuld be uthitect the year for an ascent of abrut $i, 000$ lext. This ts about half of the totat rallary mileate en visioned, and paswogen are hot jet abve in dew the breathtakiti panmama trmin mer the top of Bald Kiob, at thind forl hle movar hitheit preak it the atate Hesed-te frets irent the 0, 8. Area Relevelepment Admioketratia bave not been approred
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## THE BOOMING

## Business in Cass

Scenic railroad is keeping everybody busy.
BY WILLIAM C. BLIZZARD


Picturesque old Shay engine waits at Cass Depot before first run.

As the old Shay engine, hauling more than 200 happy tourists, puffed up Bald Knob in its sixth week of operation, it seemed to be saying, "I thought I could, I thought I could, I thought I could!"
Like the locomotive in the children's fable, the little engine which pushed and pulled on the Cass Scenic Railroad in Pocahontas County was where it was because of optimism, determination, and endurance.
Those qualities belonged to the Cass Planning Committee, a local group formed in August, 1960 after the Mower Lumber Co. closed the sawn and logging operation which hac supported the Cass community.
This four-member committee, headed by Theodore Riffe, ehief accountant of the National Radio Astronomy Observatory at Greenpank, and J. M. Kane Jr., a Cass merchant, ad a West Virginia tourist attraction. The Department of Natural Resources, plagued by a perennial fund shortage, was not easily discouraged. With newspaper support and the aid of friendly legislators, $\$ 150,000$ was appropriated by the 1961 Legislature for the purchase of the Cass tracks and right-of-way. The Department of Natural Resources acquired the property in the summer of 1962.
Although the state had only about $\$ 30,000$ o make repairs to the logging road and build the necessary facilities, the Cass Scenic Railroad opened for business on June 15, 1963, five days before the state's 100 th birthday. The Cass Planning Committee thought it could, and it had. By July 28 , before the business day started, 3,796 adults and 1,558 children had, during the first five weeks of operation, paid $\$ 2.00$ and $\$ 1.00$, respectively, for the eight-mile round trip. During the fifth week of operation, alone, railway fares were collected in the amount of $\$ 2,205$. There were drawbacks and disappointments. Only four miles of the track could be utilized this year for an ascent of about 1,000 feet. This is about half of the total railway mileage envisioned, and passengers are not yet able to view the breathtaking panorama from near the top of Bald Knob, at 4,852 feet the second the U S S Area the state. Hoped-for funds from have not. Area Redevelopment Administration have not been approved.
But the outlook is not dark. Procurement of
a $\$ 576,000$ ARA grant to Cars seems to hinge upon approval by officials of the Nationpf Hodia Astronomy Observastronomers came to that part of West Virginia because it is quiet, and trisy want no tourist railway to interfere with the rural tranquility.
Negotiations at this writing are continufng between the Parks Division of the Departmeni of Natural Resources and Astronomy Observa tory officials. In the event the $\$ 576,000 \mathrm{gran}$ ia approved, Cass Scenic Railroad development will proceed at a rapid pace.
An important task which would be immediately undertaken would be the clearing of forest slash to eliminate fire hazards. An observation tower near the top of the mountain has high priority, for the use of both shackeers and photographers. Some old railroad cars, once used as logger camps, would probably be renevated and placed in service.
In an article published in the Sunday GazetteMail State Magazine of May 14, 1961, 1 wrote that the problem would seem to be, afler the railway gets into operation, not to autract low ists, but to find sufficient living quarters and food for them after their arrival. Thls forecast seems to have been accurate.
Many of the Cass Scenic Railrond passengers bring picnic lunches and make-what oberwive would be just a lascinating ride-a real extersion. For example:
The train does not rum on Monday and Tues day, but on Saturdays, Sundays and botijays. 8 makes three trips-one in the morning and tre in the afternoon, On Wednesdays, Thuradys and Fridays, it makes two afternoen trips Those with pienic lunches go up on woe ofl the early trips, have lunch on the mountait, catch a later train back to Caus
On my visit, the Women's Society of Ceriytian Service of the Methodist Church, a Cass arwav. was making and serving pies and sandictirs These tributing soft drimks in the cal arpat the lack of resfaurants in the area.
The whole project, by the way, of la bairly exist without the cooperatiot of libe Cherapeale and Otio Railway, which alleery las cas depot to be used as as imprompte conorluary. ticket office, waiting roem and tabeadt pouth If you declide to visit Cass, it miath sot in 3 bad ldea to take sloge a haski of 1 wd and a



commodations in Cass, but you might try the nearby towns of Buckeye, Marlinton, or Boyer Vacation the W. Va. Dept, of Agriculture's acation Farm Directory
The scenery and climate
inconvenience. One of the pre worth some slight Cass, over an excellent prettier ways to reac Monongahela National Forestay, is through the Forest, between Hunt Forest and Seneca State On the railway ride wo large flatcars pide itself, visitors travel in an overhead covering provided with benches and Blackhurat covering of wood and plastic. W E. lackhurst, a local schoolteacher plastic. W. E

He is right. As the Shay pushes the flatears up the mountain, everyone crowds to the sides anxious to look at and photograph the scenery, Blackhurst points out photosh the scenery. where "loggers time, and thers camped for six months at and fighting", only recreation they had was poker and fighting."
As the train turns up the grade at Leatherbark Creek, which heads up at 4,800 feet and contains native brook trout. Blackhurst wittily lakes advantage of the somewhat distorted West Virginia "image" to give jollity and friendliness


Blackhurst's stuffed animal museum at Cass is popular spot.


WSCS ladies prepare refreshments to sell to railroad tourists.
stranger, just shake his hand and introduce yourself. We don't want any trouble."
Blackhurst is an expert taxidermist and has set up about 175 mounted specimens of animals found in the area, as well as a few exotic species, in a small museum at Cass. A large black bear, killed recently near that community, greets the visitor at the door.
The present Scenic Railrond ends on a plateau about four miles up the mountain. Eiversone gets out, stretehes and eats and drinks in a gets out, stretehes and eats and drinks in a
pienic area for about 15 minutes, then climbs pienic area for about 15 minutes, then climbs
back aboard. The eight-mile ride tales two hours
money may be obtained to develisp it. An ex: tensive cave is nearby, the summer it. An ervideal, and the scenery bs magnificor climate is

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At end of run up mountain, tourists get off and stretch legs. Some bring out picnic lunches and take later train back,


Exterior of Cass Country Store. Charleston entrepreneurs are behind this facility.

## WHAT'S NEW AT CASS:

BY WILLIAM C. BLIZZARD

State's largest tourist spot finally getting some necessary improvements and there are more on the board as soon as money is available.

On June 15, 1963, tourists traveling the Case Scenic Railroad on its first publie run discovered a pleasant fact: As advertised, the shay locomotive pillitg the cars. Wha a genuine antique. Bat Cur vithocs aliso discovered an unpleasast ferf: Tourfit socommodations at Cass *ire yat as antiqpe as be 1830 -model Shay. Tring yor gen lood and roast is in the locomathe firetor:
Lecal church women helped out mightHy wih ples, cakes, and sandwiches, but demand otum outtrtriped supply and the unhap. p/ turrith was ledt with noting more nourish
what is now a major West Virginia tourist attraction.
Operating a railroad on a shoestring led to some maddening incidents which were very nearly catastrophes. For instance, a washington, D. C., newspaper sent in a writer who gave ample and ampted many WashingCass, and his story prompled tonians to make the wong well and good, until
West Virginia. This was a locomotive axle broke at the time of their visit.
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The accilroad out of business until a new axie was located, which took no short search was located, which find made the enarch shortar) Pronh

State Road Commission will also repave the remaining four or five miles of road to Cass. The ARA grant of $\$ 576,000$ was finaly aids proved, and State Parks officials say eiaed Auon the railroad work will be rect no magust 17. It is probane, until next spring. jor work will be done unith the ARA grant? What will be done wailroad will be extendFirst, the Cass scenic con of Bald Knob, a nearly ed four miles, This will make the ride twice as long as at so. This wilthough there will still be a stop at Whittaker, the place
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Railroad shops on the line near
he first private-enterprise developments at Cass, is still going strong, and Blackhurst has now mounted about 300 animals for your inspection.
A Civil-War Museum, opened last year by Mr. and Mrs. Kyle Neighbor, is near the Blackhurst taxidermy exhibit. It fealures "penwritten" records, letters and grays including Civil-War payrols. There are many weapons of the Lincoln era and other bric-a-brac not closely comected with the Civil War, such as a genuine West Virginia moonshine still.
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At the present terminus, a plateau on the side of the mountain, about 40 acres of land At present, riders of the Cass Scenic Railroad disembark and may, if they wish, frolic or picnic on and around part of a 12 -mile, 60 -foot right-of-way now owned by the state. There will be toilets and picnic areas at the top of Bald Knob and also at the lower stop.
Ultimately, Cass enthusiasts dream of a lodge, ski trails and.other frills near the sumavailable from ARA at this time won't cover that.

Down in the valley at the present time, there have been many pleasant improvements since the summer of 1963 . Several privately owned and operated establishments have sprung up to cater
of railroad patrons.

You no longer have to travel 40 miles for a hot meal. J. M. Kane Jr., a Cass merchant, has renovated a C\&O dining car and named it the Shay Inn. Air-conditioned and attractively furnished, the Shay Inn is an example of creative thinking, an operation which fits in perfectly with its setting.

You may also get something to eat at the Cass Country Kitchen, the restaurant section of the Cass Country Store, a huge, restyled lumber-company store building which also houses a soda fountain, benches for the weary, rest rooms, and many souvenir stands.
The Cass Country Store complex is, like the Shay Inn, a privately owned development catead. It is thetrons of the tastefully painted, decorated, lighted, and arranged.
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If you are running a business that depends upon highway trade, it is wise to assume thatall tourists have poor eyesight, no memories, and don'tread English well. You'il be wrong, poor and practically right than the $-\frac{15}{}$ around.

SUNDAY GAZETTE-MAIL

As advertised, the shay locomotive pulling the cars.was a genuine antique.
But Cass visitors also discovered an unpleasant fact: Tourist accommodations at Cass were just as antique as the 1880 -model Shay. The only way you could get a hot meal was to bring your own food and roast it in the locomotive firebox.
Local church women helped out mightily with pies, cakes, and sandwiches, but demand often outstripped supply and the unhappy tourist was left with nothing more nourishing than food for thought.

In Cass, toilet facilities of the man-made variety were limited to those at the end of the un and in the old C\&O depot.
If you wished to wash away the soot and
ders accumulated during the two-hour train ride, there was plenty of running water -no washrooms, just running water. You had a choice of Leatherbark Creek or the Greenbrier River.
The nearest motel or hotel accommodations were 10 miles away at the hamlet of Boyer (pronounced "Bowyer"). Lodging could be had there at Van's Motel, but the eight rooms at Van's were likely to be filled, and the little motel boasted no dining room or lunch counter. The nearest place where you could buy a hot meal, in fact, was at Marlinton, about 40 miles away.

The net result of these several inconveniences was that visitors motoring home after a long, hot day at Cass were nearly always sunburned, sooty, cinder-covered, hungry, irritable, thirsty and dog-tired.
The fact that 5,354 paying customers nevertheless rode the Cass Scenic Railroad during the first five weeks of operation in 1963 is a glowing tribute to the hardihood of the American tourist and the fanaticism of the railroad buff.

There has been a steady advance in railroad patronage, by the way, since the Shays began puffing in their new role at Cass. Paid fares for 1965 show more than 18 per cent increase over a comparable period in 1964.

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The accident injured no one, but it did put the railroad out of business until a new axle was located, which took no short search (a lucky find made the search shorter). Probably more important than the temporary halt in operations was the adverse impression made upon the long-suffering visitors from the nation's capital.

It appears that at long last the lean days at Cass are about over, and residents of the old mill town doubtless feel that it's none too soon. It took three years from the time the Scenie Railroad idea was hatched by the Cass Planning Committee until the first passengers were hauled. And, before track gets laid and earth gets moved, it will have taken more than two years for federal Area Redevelopment Administration funds to be put to work at Cass.

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Interior of Shay Inn. Mrs. Shay works in running it.


Coss Country Kitchen in country store. Note soda fountain at left.



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Air-conditioned diner owned by J. M. Kane Jr.



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Writer-phetegrapher Williom C. Blizzard sat on top of caboose to get this shot of Cass Railroad Shay enroute to Mountain State Forest Festival.

This year the Elkins Forest Featival, plagued by min and dismal weather. was palled out of the slargh of despond by one of the powertal the logging ful Tron-Hoss Shay
During the three-day Festival over 4,000 passengers, despite a cold and persistent rain, paid money to take short rides behind the 30ton Shay locomotive, an antqque vence ordinarily chugs up Bald Knob on the Cass Scenic Railroad. Although the miserable weather tomers, the litte Shay remained a stellar attraction.
It was difficult not to notice the locomotive, for its shrill and penetrating steam whistle bent more eardrums and cleare more sinuses in three days than could be inspected by tice. How do you ignore a festival attraction with a sort of built-in calliope which can be heard for five miles? You don t, especially if he calliope has only one note, or, mos, wo There were those who, in self-defense, haule out mid-winter ear murss, otreds maginst the dawn-to-dark steam-siren symphony But mosi people accepted the locomotive whistle as a mild nuisance indicative of a strong bencit and were glad the Shay was in town
Few towns in the United States can boast of the presence of a Shay engine at any time of the year. Informed sources estimate that not more than United States today, and few of these are any longer able to shake, rattle, and roll. How did such a rare antique happen to be hauling passengers in Eikins ouring the Fores Fes tival?

It happened partly because rail lines belonging to the Chesapeake $\&$ Ohio and Westert Maryland Ralroads exine Four Shay engines ate at Cass. During the summer months they (ibe three tha
operato) snort and puff on the Cass Scenic Ranl oad, thil season hauling 30,167 payying of tomers up Bald Knob for four miles ine back again. Last year, someone had the idea of bring ing one of the Cass Shays io Elkins for th Eorest Festival, where a pmall lee. Thie ide:
treated to short rides for a sman was a happy one: The Shaty war a sooty derella who became the belle of the ball: It was decided to repeat thit Siuay pent.
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the Department of Natural Resources, whick owns the Shays, agreed. Further, someont thought it might be a good idea to invite the press and other guests for the 60 -mme ride, as the Shay shimmies, from Cass to Elkins, This was done. About gers accompanied Shay No. 4 , followed by several passenger flat cars and a caboose, as left Cass about $9: 30$ on the moruing of Oct. 6 The ride, interrupted by three watering stops (for the locomotive, not repairs, took a bi and another stop for anticited. It was about 6:30, anc getting dark, when the little Shay crept inte Elkins. Maximum speed had been about eight miles an hour.
The two dozen who had started the trip al Cass had, at the Elkins finsh line, dwindied is something less than half that number. of those who stayed all whey were Mrs. Vloie Snedegar of Elkins; Mrs. Mabel Fretwell of Buckhannon; Katherine Melfutten of Milwau kee, Wis,, editor of Better Camping magazine and Rosemary Entringer, also of Mi managing edior the 60 -mile trip from Inasmuch as tue nine hours, it may fairdeduced that the Shay is the tortoise of the. locomotive world. What, then are its virues Its principal virtue loctay is its remarkut popularity as a novelty ranrod crolina (whe ion. In West Virginia, one Shay still serves as a common cama

Writer-photogropher William C. Blizzard sat on top of caboose to get this shot of Cass Railroad Shay enroute to Mountain State Forest Festival.

THE WONDEREUL IRON HORSE SHAY

Built for mountain climbing, it's slow, mighty slow on the overland trips.

BY WILLIAM C. BLIZZARD

This year the Elkins Forest Festival, plagued by rain and dismal weather, was pulled out of the slough of despond by one of the powerful little logging locomotives admirers call the Wonderful Iron-Hoss Shay.
During the three-day Festival over 4,000 passengers, despite a cold and persistent rain, paid money to take short rides behind the 80 ton Shay locomotive, an antique vehicle which ordinarily chugs up Bald Knob on the Cass Scenic Railroad. Although the miserable weather may have halved the number of paying customers, the little Shay remained a stellar attraction.
It was difficult not to notice the locomotive, for its shrill and penetrating steam whistle bent more eardrums and cleared more sinuses in three days than could be inspected by a dozen otolaryngologists in a year of practice. How do you ignore a festival attraction with a sort of built-in calliope which can be heard for five miles? You don't, especially if the calliope has only one note, or, at, most, two.

There were those who, in sef-defense, hauled out mid-winter ear muffs; others merely gritted their teeth in silent protest against the dawn-to-dark steam-siren symphony. But most people accepted the locomotive whistle as a mild nuisance indicative of a strong benefit, and were glad the Shay was in town.
Few towns in the United States can boast of the presence of a Shay engine at any time of the year. Informed sources estimate that not more than 40 of the old steam locomotives exist in the United States today, and few of these are any longer able to shake, rattle, and roll. How did such a rare antique happen to be hauling passengers in Elkins during the Forest Festival?
It happened partly because rail lines belonging to the Chesapeake \& Ohio and Western Maryland Railroads exist between Cass and Elkins. Four Shay engines are at Cass. During the summer months they (the three that
operate) snort and puff on the Cass Scenic Rain road, this season hauling 38,857 paying cr tomers up Bald Knob for four miles ane back again.
Last year, someone had the idea of bring ing one of the Cass Shays to Elkins for the Forest Festival, where the public would be treated to short rides for a small fee. The idea was a happy one: The Shay was a sooty Cin derella who became the belle of the ball.
It was decided to repeat thie Shay pertu. ance for the 1965 Elkins Forest Festival, and the Department of Natural Resources, which owns the Shays, agreed. Further, someone thought it might be a good idea to invite the press and other guests for the 60 -mile ride,
as the Shay shimmies, from Cass to Elkins.
This was done. About two dozen passen gers accompanied Shay No. 4 , followed by ser eral passenger flat cars and a caboose, as left Cass about $9: 30$ on the morning of Oct. 6
The ride, interrupted by three watering stops (for the locomotive, not the passengers) and another stop for minor repairs, took a bin longer than anticipated. It was aboit $6: 30$, and getting dark, when the little Shay crept ints Elkins. Maximum speed had been about eigh miles an hour.
The two dozen who had started the trip at Cass had, at the Elkins finish line, dwindled le something less than half that number. of those who stayed all the way with the Shay four were women. They were Mrs, Viole Snedegar of Elkins; Mrs. Mabel Fretwell of Buckhannon; Katherine McMullen of Milwau kee, Wis., editor of Better Camping magazine and Rosemary Entringer, also of Milwaukee managing editor of Trains Magazine.
Inasmuch as the 60 -mile trip from '
Elkins took about nine hours, it may fair. deduced that the Shay is the tortoise of tue locomotive world. What, then are its virtues?
Its principal virtue today is its remarkab) popularity as a novelty railroad tourist attr tion. In West Virginia, North Carolina (whe one Shay still serves as a common carrier SUNDAY GAZETTE-MA



One of two tunnels logging train went through enroute to Elkins.



Folss along route "waved like crazy" when train passed.

Sach Dalasa. Pensylvania, New Hampshire,
and. poukly, plewtere, Shays and similar, Eiret oppe lsemakives built to compete with pentounen. becken in liny, ceased in 1945 .
Tur prioctal viriues of the Shay in ils heydy were its tractivg and power, its safety, sat is rosonery. Authurities in the field agree that ill Sexy woult haul greater tonnage at a imallor iperating expense, with less origisal mise per unit of power, than any other bocomokive erer buit.
The lide angines were named for Ephriam Shay of Haring, Mich Shay was a 19th-Centary Michican lumberman who sought betIr eays of getting timber out of the woods. - as aerking, he invented and built the locotokjpe sorked io well at his own operations that be took his plans and patents to the Lima (grimomoed limeuh) Machine Works of Lima (grnoounced lime-uh) Machine Works of Lima, togive tor widerpread use in the timbering beaipens.
Bay's viat was fortunate for the Lima Machine Works. The company made the first Thay in 1 ans for the J. Alley Co. of Michigan. The Nilery machine wal narrow-gauge, but as demind for the Shays increased, Lima made them bigzer and better. By 1900, Lima had quit ypoeral machine production and was concenप्रaing on jocomotives The company changed itil astre to Lima Locomative Works, Inc.
Ima made conventional locomotives as
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Siclinod in importance. .ima produced its dactuned क力 importance. 1 am
The Thay eagine had competitors built on similur, geared principles. The major ones
TTATE MAGAZINE, JANUARY 2, 1966


After long (timewise) haul, Shay pulls into Elkins at dusk
were the Heisler and the Climax
The last Heisler, a locomotive invented by a Cornell engineer named Charles Heisler was manufactured in 1941, and Climax went ou of business in 1929.
The Shay and its imitators differed from con ventional steam locomotives in that they were designed to haul heavy loads on steep grades Called "geared" engines, as opposed to gen-eral-purpose, main-line locomotives which used connecting rods from drive wheels to wheels which afforded great traction because each was a driving wheel.

On main-line engines, the number of drive wheels varied, but they were relatively large in diameter, heavy, and demanded smooth track which in turn required constant maintenance. Additional small wheels on the bi steamers held up weight and served as rail guides, but otherwise were functionless.
Not so on the Shay. The wheel sets (called Not so on the Shay. The wheel sets (called trucks thatinders transmitting are contect and flexible coup lings. Every wheel does work.

The Shay is easy to get around curves, is easy on track, and can adapt to rough roadbeds that would stall or wreck conventional locomotives. The shay is slow, but it could puil tons of $\log$ s up a grade three times as steep as a rod-engine locomotivecown the steef arade ly get the same tonnage down the steep grade on the other side of the hill

With the demise of the U. S. logging industry as it was in its heydis. ha shay viruefacture no niche they could fill, and manufacture ceased.
According to John P. Kllorath of the
himself an authority in such matters (and who furnished the technical data for this article), the last three geared locomotives ever built ginia, and all three still exist.
gia, and all three still exist
They are not now, however, in the Mountain State. One, a Shay that was operated by the
Western Maryland on a steep coal-haul in Western Maryland on a steep coal-haul in
Tucker County, is now displayed at the Bati more and Ohio Railroad's Transportation ML4 seum in Baltimore, Md
The last Climax to be manufactured now hauls passengers on the Carroll Park now Western tourist railroad at Bloomsburg, Pa. It was an iron-horse work horse for the Elk wiver Coal and Lumber Co. out of Swandale Clay County
The last Heisler locomotive ever built is now on display in the public park of Washing, now on display in the public park of W, Charles Heisler's hometown, but it spent its working career as No. 6 of the Middle Fork Railroad at Ellamore, in Randolph County.

Of the four Shays at Cass, numbers 5 and were built in 1905, No. 7 was built in 1920 and No. 4 in 1923. The Lima Locomotive Works, merged with the huge Baldwin Loco motive Works of Philadelphia in 1950, not only has quit making Shays, but no longer build locomotives of any kind.
Lima now builds power shovels, an adjust ment to market conditions which are a reflec tion of the changed manner in which many men wrest a livelihood from their environ ment.
The few operating Shays which yet exist al Cass and elsewhere carry not only tourst passengers. For old logger's and amores of a hey also carry endless vivid memories or vanished past.


Some of passengers snoozed during trip.


Folks along route "waved like crazy" when train passed.

South Dakota, Pennsylvania, New Hampshire, and, possibly, elsewhere. Shays and similar, scared-type locomotives built to compete with the Shay operate on tourist railroads. Shay production, begun in 1879, ceased in 1945.
The principal virtues of tho Shay in its heyday were its traction and power, its safety, and its economy. Authorities in the field agree that the Shay would haul greater tonnage at a smaller operating expense, with less original cost per unit of power, than any other locomotive ever built.
The little engines were named for Ephriam Shay of Haring, Mich. Shay was a 19th-Century Michigan lumberman who sought better ways of getting timber out of the woods. In his seeking, he invented and built the locomokive that bears his name. His crude protocype worked so well at his own operations that he took his plans and patents to the Lima (pronounced lime-uh) Machine Works of Lima, Ohis, urging that company to make such locomokives for widespread use in the timbering

Shay's visit was fortunate for the Lima Machine Works. The company made the first Dhay in 1 Ins for the J. Alley Co, of Michigan. The Allicy machine was narrow-gauge, but as Sermand for the shays increased, Lima made Some heceer and better. By 1900, Lima had quit fritert $=1$ machine production and was concengalisg oe locumotives, The company changed As seven in Lima Lecomotive Works, Inc.
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Not so on the Shay. The wheel sets (called "trucks") under both locomotive and tender are connected to steam cylinders transmitting power through a crankshaft and flexible couplings. Every wheel does work.

The Shay is easy to get around curves, is easy on track, and can adapt to rough roadbeds that would stall or wreck conventional locomotives. The Shay is slow, but it could pull tons of logs up a grade three times as steep as a rod-engine locomotive could ascend, and safely get the same tonnage down the steep grade on the other side of the bill

With the demise of the U. S. logzing industry as it was in its herdoy. the Shay virtues found no niche they coald flll. and manufacture ceased.

According to Johin P. Killoran of the Departuant of Natural Resources, who has made



A fleet of antique cars, driven by visiting clubs, seems right at home with Shay engine as it waits to take passengers on a ride.

## O Shay Can You See?

'After a successful first season, the Cass Scenic Railroad is rolling again.
BY WILLIAM C. BLIZZARD

## O Shay Can You See?

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Co Saturilat. May 16, the Caso Sumir Raturlst legan its secend year anmarian. As a nterial festare of its eiswmits. a delegation of sntique-car eventify dourpel iela the CAO station at Conis and temporarily abandoned at Chif ancintt ras-driven vehicles for Rhait ancint ras-driven velicied loor nincine. prupecse af success and growth

 kurat ralivay tad it not beem for a local cummitee shich conceived the ida Riffe, a fouptht Sor in. Headed by Theodore Rinfe, for Caw revibets Nho was chel accountio Astronomy Ser seiphbrist Kaberal Planning Committee Conctratiry, in lwe after the closing of the van farmet in Limber Ce. operation in July of that jear.
What part the lumber company, virtually the nile murrce of empleyment in the area, Cass was dooned to sither and die Unless, of course, some other source of economic nou whmest corild be located.
The Cass Planning Committee pointed out pat the logeing rairoad, wiur arist potential encans, had too much of The Department Et le igoored and scrapped. The Deparimen of Natiral Hesources was not impressed, other hremerts is erder to poor money into Cass. promects the fieht for the oild railroad became a cause celefre with several newspapers and inpilaters, and $\$ 150,000$ (fater boosted to $\$ 186$,$(00)$ was appropriated by the legislature to Liv and refurbish the railroad and certain alsociated properties.
Foough work was done so that the Cass Scenic Railroad operied for busincss under state auspices on June 15, 1963. During 1963, the raltroad, with an 8.6 -mile round trip, had 22931 paying customers during 73 days of actual operation.

These customers spent over $\$ 40,000$ in fares and on snacks served in the C\&O station by the church womea of Cass. In addition, the made available $\$ 576,000$ in federal funds for the development and extension of the operative railroad.
These funds were for the rebuilding of three Shay engines and 14 logging cars; repairs to the railway shops where engines and equipment are maintained, the purchase improvement of four acres forking lot; development of area (inparking lot; devecopment the improvement of beautiful spruce forest) near the top of Bald Knob; and the extension of the tourist railroad trip to with in 1,000 feet of Bald Knob, which has an ele vation of more than 4,800 feet.
Matters seemed to be going well. But for a time the National Radio Astronomy Observatory at nearby Green Bank threatened to hold up ARA funds. The Observatory pointed out that it was where it was in order to avoid noise, and a rairoad
But Observatory officials were ultimately placated, and the ARA grant approved. placated, McKeever, head of the Division of Parks and Recreation of the Department of Natural Resources, has indicated that an engineer has been hired and work on the Cas project will shortly be contracted for
Most of the necessary improvements will have been made by fall, so that tourists will be afforded a longer and more scenic jourcey if they wish to take it) when the Cass Sceni Railroad begins operations ine spring of 1965.

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Cass was visited recently by a Washington
newsman who wrote a story asserting in essence, that the scenic railroad will be delayed because of "bureaucracy" and modern construction techniques, and that much ARA money earmarked for Cass will go to outsiders.
In fairness to the Department of Natural Resources, there is no evidence of boondoggling or undue waste in the Cass affair, and not delay, railroad improvement.
It is true that "outsiders" may, by competitive bidding, secure Cass work contracts. But competitive bidding is designed to save money, not waste it, and is open, of course to local residents.
Actually, it appears that the Cass Scenic Railroad will ultimately become West Virgin-
ia's best-known tourist attraction, if the potential of the Pocahontas area is developed.
At present, the Cass complex, if it may be so termed, is not, and is not meant to be, entirely a state project. Taxpayers, of this state and others, have contributed to the rainroad, which is supposed to attract customers, which is in turn supposed to entrepreneurs.
Private business, obviously, is not going to there, and profit potential has, in the case of Cass, been stocked through the investment of state and federal funds. While government and private business can work together eff ciently, possibilities of friction are obvious.
For instance, the biggest tourist need al Cass is a place to eat and a place to stay overnight-at least one of each. At post the need for dining accoss have in the past urgent. "he women in the C\&O station, but run a snack this summer on a seven-day can not do
week basis, nearby restaurant and motel to Werve patrons, the Cass Scenic Railroad is sadly handicapped. And without the railroad the need for the restaurant and motel does not exist. With such an interdependence
need, it might be better for both railroad and eather and sleeping accommodations to entirely in private hands.

Without common management, the need for cooperation between state and private business is essential, or debilitating dogfights are ure to occur
Private negotiations are now supposed to be under way to turn the former lumber-company store, now vacant, into a restaurant, is nearly here, the facility is badly needed, yet nothing had been done at the time of my visit.
Representatives of the restaurant negotiators say they are waiting for a daily scenicrailroad schedule to go into effect on June 15. Until that date, the Shay-driven train is operative only on Saturdays and Sundays.
residents retort that the bird of time is on the wing and they would like to guarantee railroad patrons chicken on the table.

Meanwhile, your best bet is to pack a lunch. It might be a good idea to make your trip as soon as possible, too, while the train ride is yet entirely a weekend affair. It isn't crowded, and it isn't hot. Your nearest motels are at Boyer, Buckeye, and Marlinton.
The huge cave near the railroad, which contains a 100 -foot waterfall, may be opened Hole Cavern, near Petersburg, have expressed interest in making a new cave opening which would be easily accessible to tourists.
The future of Cass looks bright, despite predictable headaches. Even wildflower enthusiasts, I am told, have found the ride
powerful little railroad wort I contribute this To appeal to free of charge:
slogan to Cass, free ors!
Whay it it's better than "Shay it with cinders." Yeu won't need a Cass mask to protect yourYou won't need a coal-burner, but a head covering does help.

# 'After a successful first seas 

On Saturday, May 16, the Cass Scenic Railroad began its second year of operation. As a special feature of its epening, a delegation of antique-car owners chugged into the C\&O station at Cass and temporarily abandoned their ancient gas-driven vehicles for equally ancient steam-powered locomotion.
In 1964, prospects of success and growth are excellent for the state-run Pocahontas County project. It was not always so.
There would have been no such Pocahontas tourist railway had it not been for a local committee which conceived the idea and fought for it. Headed by Theodore Riffe, a Cass resident who was chief accountant for the neighboring National Radio Astronomy Observatory, the Cass Planning Committee was formed in 1960 after the closing of the bocal Mower Lumber Co. operation in July of that year.

Without the lumber company, virtually the ade source of employment in the area, Cass was doomed to wither and die. Unless, of eccurve, some other source of economic nouriablement could be located.

The Cass Planning Committee pointed out Dhat the logging railroad, with its old Shay encienes, had too much of a tourist potential tis br ignored and scrapped. The Department of Nataral Resources was not impressed, at least ment to the extent of jeopardizing other prosprets is order to pour money into Cass liut the fight for the old railroad became t ocuase celetire with several newspapers and Irtialatars, and $\$ 150$, No ( later boosted to $\$ 186$. tank was appesperlated by the legislature to liny and refarthob the railroad and certain antiersated profocrlins
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Matters seemed to be going well. But for a time the National Radio Astronomy Observatory at nearby Green Bank threatened to hold up ARA funds. The Observatory pointed out that it was where it was in order to avoid noise, and a railroad clattering all over the place was undesirable.

But Observatory officials were ultimately placated, and the ARA grant approved.

Kermit McKeever, head of the Division of Parks and Recreation of the Department of Natural Resources, has indicated that an engineer has been hired and work on the Cass project will shortly be contracted for.

Most of the necessary improvements will have been made by fall, so that tourists will be afforded a longer and more scenic journey (if they wish to take it) when the Cass Scenic Railroad begins operations in the spring of 1965.

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The huge cave near the railroad, which contains a 100 -foot waterfall, may be opened by next summer. The owners of Smoke Hole Cavern, near Petersburg, have expressed interest in making a new cave opening which would be easily accessible to tourists.

The future of Cass looks bright, despite predictable headaches. Even wildflower enthusiasts, I am told, have found the ride on the powerful little railroad worthwhile.

To appeal to this group, I contribute this slogan to Cass, free of charge:
"Shay it with flowers!"
Well, it's better than "Shay it with cinders." Yeu won't need a Cass mask to protect yourwelf trom the eld coal-burner, but a bead covering does belp.

SUNDAY GAZETTEMAIL


Spewing ashes and cinders, Shay engine pushes cars up steep grade.


Passengers rest at the top before trip down the mountain.

FRFE
w SOUTH CHARLESTON
Your choice of two handsome bonus gifts
for saving at
DOLLAR SAVINGS \& LOAN COMPANY

Spewing ashes and cinders, Shay engine pushes cars up steep grade.

## milbilly

## The Complete Truth Back of the Proposal to Buy the Cass Railroad

The boxt most compact and Jocid analusis of the feasibility of Weat Virginia's getting into the ratiroud buminess was out. alised at a meeting in Marlinton Zext werk
This meeting, which was at. tended by the editor of this Paper, mas called by a planning s $=$ maitiec, including

Ted Riffe. Chairman, Chisf Ecrountant of the National Fadio Astronomy Observatory ar Greenbank:
J. M. Kane, Jr, Treasurer, Cass Merchant;
P. F Long, Mayor of the Town of Cass:
J. $\mathbb{K}$. Arbogast, Assistant Soperintendent of Pocahontas Schools.

## If We Don't Watch They'll Steal Our Centennial

## (From Page 3)

would join her. But one important State WOULD NOT join the secersionist movement - and that was the Cominonwealth of Virginia. She had had too strong a hand in the creation of this great nation to want to destroy it TWICE the Virginia Assembly voted against secession, with the delemates from West of the Alleghenies (now West Virgin1a) firmly holding the line against it

The states which had already seceded knew their cause would not stand a chance of suecess without Virginia. They HAD to have Virginia. So they

Present were the business, professional and political leaders of the area.
The important thing in a nutshell was a report given by Ted Riffe. It appears herewith
At the time of closing of the only industry in Cass approxi mately 165 men were affected Some of these men were mobile enough to find employment in other communities and other states. The majority, however, were not blessed with the necessary skills and trades to find other employment, and today some 80 of these men, representing approximately 240 dependents, (wives and children) face utter destitution unless some form of employment is
offered soon. (These men were eligible for unemployment benefits from July 1960 to January 1961 at which time these benefits expired.)

## Proposal to State

It is therefore, with the above situation in mind that the com mittee offers a definite and sound proposal to the State of West Virginia to alleviate this situation.

In November 1960 the Joint Committee on Government and Finance, by resolution, recommended to the full membership of the $1961 \mathrm{~W} . \mathrm{Va}$. Legislature, that the State of West Virginia purchase the Mower

Lumber Co. Railroad, its rolling stock, and other necessary equipment_to develop this most unique and rare railroad as an operating tourist attraction for the State of West Virginia.

The Cass Planning Committee wholeheartedly supports the resolution by the Joint Committee on Government and Finance as an instrument which could alleviate the unemploy ment situation in the area, and emphasizes the soundness of the investment in such a ven ture to the State.

## Present Owner

The railroad and rolling stock are owned by the Midwest Raleigh Steel Company of Charleston, West Virginia.

The amount of railroad involved is approximately 8 miles,
hanged five of his hillbilly captives in the village square at Front Royal. And every time Quantrell appears on television he becomes a little more respectable.

One advantage of studying histöry at West Virginia University in our day was that we were subjected to all shades of Civil War viewpoints. One of the finest Southern gentlemen and scholars we ever knew was the late Dr. Oliver P. Chitwood, who was an unreconstructed Rebel of the old school.

Dr. Chitwood scorned use of the term "Civil War" at all. He insisted it was the "War Beween the States," the emphais being on "State's rights" of
ormittee's cost estimates an development possibilities. Th summary was prpsented as aid to the Joint Committee Government and Finance preparing this original rec mendation.

The committee has mad attempt to project the nu of people that would be ployed indirectly as a of the railroad becom tourist attraction ( 50 shops, etc.), but has con itself only with the dir ployment to be provide rating personnel).

There currently seem some confusion as to and relative merit of posed purchase of th Lumber Company ra Cass, W. Va., as a p traction for tourists.

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In the first ir prices heretofore newspapers have naccurate as the at investment detail These costs are formal discussion present owners of and right-of-way. ment costs are $m$ ment figure whict fident would be develop the rail outstanding attrac ists. Any impro however, are subj al judgment, depe far one would ini carry the developr If, for instance, a to the one at Blas or those at other was to be erectec would be much i
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reral national elections f the War Between the ald Dr. Chitwood, the an Party wan victories the candidates "waved fy flac." We can see ne his armes and telling now. ) In other words. ublican Party dug up ispmes ith order to win the North - and this worsbale. Indeed it was le. Dest the good Dr. cockld newer see that
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pairs and improvements to convert it from a logging rallroad to a tourist carrying line, the costs would not be prohibitive. (See attached estimate of investment and operating costs),

Through informal discussions It has been ascertained that the afore-mentioned properties could be secured for approximately $\$ 90,000-\$ 100,000$.

The right-of-way and land on Bald Knob is owned by the Mower Lumber Company and can be secured at the following prices:
Right-of-Way $\$ 100$ per acre Wooded Area $\$ 100-\$ 150$ per acre "Cut-over" Area $\$ 35$ per acre

It is estimated that the sum of $\$ 25,000$ could secure the necessary land to levelop the area.

We submit, in the attached summary of "Tourist Possibilities of the Mower Lumber. Co. Railroad at Cass, W. Va.", the
7.000 Confederate). In proportion to population that too was about as much as any other State contributed. Furthermore, West Virginia gave great leaders to both sides.

Sometimes we feel that we would rather have been hanged beside John Brown than to have been born in a State which is ashamed of its existence; one which has no honor, loyalty nor fortifude: one which teaches its shildren to be ashamed of it and all but directs them to leave it.

Tailendiam will continue to be Weat Virginia's lot until that day when we achleve some deegree of weily, loyalty and selfrespect.
however, is not remote, and the basic attractions, i. e.: the railroad, cavern, hunting, fishing, and serene natural beauty of the mountains is such that a lodge could be constructed from future profits that would be derived from the railroad and other attractions.

The idea for a ski slope and the improvement and operation of the cave should be encour. aged as a private program. We believe that if private and pub-
(Turn To Page 10)
2a BLESSINGS Masonite Plaques house, kitchen, and anniversary. Gold scrolled $\$ 1.00$. Personalized, 303 Fifth Ave., New York, New York.

## NOTICE

Several years ago we agreed that should we ever become separated, you would use the magic code symbol "NX" and I the letter "G", and through these we would be re-united. I have now found a wonderful home and a beautiful life and want you to rejoin me. If you see this ad in any of the many papers in which it will appear, answer in that paper.

All my love, "G"

## Lobban Funeral Home

Service since 1900
Member of A FDSNaflonal Funeral Directors Asso. West Virginia Funeral Directors Greenbrier Valtey District Asso. Otdest Funeral Name in the Greenbrier Valley Ambulance Servise Any Hour Phene 115-5-3141 Alderson, W. Va.

## Railroad

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committee's cost estimates an development possibilities. Th summary was npogented as a ald to the Joint Committee o Government and Finance i preparing this original recon mendation.
The committee has made n attempt to project the numbe of people that would be en ployed indirectly as a resu. of the railroad becoming tourist attraction (souveni shops, etc.), but has concerne fitself only with the direct en ployment to be provided, (ope rating personnel).

There currently seems to b some confusion as to the cos and relative merit of the prt posed purchase of the Mowe Lamber Company railroad a Cass, W. Va, as a possible al traction for tourists.

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## Present Owners

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There currently seems some confusion as the pri and relative merit of Mowe posed purchase of the Mowe fumber Company rallroad a Cass, W. Va., as a possible at iraction for tourists.

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Itewever, we believe the bas6. inilial isvestment should be \& incersed with the preserva thise of the paitrese, and if in the future the femand for fodte facitities would be great etooneth, then, and enly then, showid surta ae endertaking be nomaidered. The idea of a ladge. hloweserf. is mat zemote, and the Daske altractions, is of the pail Foad. cevers, hanting, flahing.

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the other began op(1921. alve by the whis Pulp and Paper that company's main yere at casas.
the engines and the wide regelire some rempineryments to conit a losking rallroad
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If, for instance, a lodge similar to the one at Blackwater Fall: or those at other State Parks was to be erected, the costs would be much higher.

However, we believe the basic, Initial investment should be concerned with the preservation of the railroad, and if In the future the demand for lodge facilities would be great enough, then, and only then, should such an undertaking be considered. The idea of a lodge, however, is not remote, and the basic sttractions, i. e.: the railroad, cavern, hunting, fishing. and serene natural beauty of the mountains is such that a lodge could be constructed from future profits that would be derived from the railroad and other attractions.

The idea for a ski slope and the improvement and operation of the cave should be encouraged as a private program. We believe that if private and pub(Turn To Page 10)
2. DLESSINGS Masonite
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## NOTICE

Several yeirs aye we a: bered that shexpld we ever toe she megegle cede wecobet rwaxn end if ise terter ang envent i have nem

# The Complete Truth Back of the Proposal to Buy the Cass Railroad 

The best, most compact and
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West Virginia's getting into
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ant meting which was at
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tended by the walled by a planning mper, wittee, including
Thed Riffe, Chairman, Chisf tereuntant of the National Eado Astronomy Observatory ti Greenbank:
J. M. Kane, Jr, Treasurer, Cass Merchant:
P F. Long, Mayor of the Town of Cass:
J. K. Arbogast. Assistant

Superintendent of Pocahontas Schools.

## If We Don't Watch They'Il Steal Our Centennial

## (From Page 3)

would join her. But one import ant State WOULD NOT join the secersionist movement - and that was the Commonwealth of Virginia. She had had too strong a hand in the creation of this great nation to want to destroy it TWICE the Virginia Assembly voted against secession, with the delegates from West of the Alleghenies (now West Virginia) firmily holding the line against it.

The states which had already seceded knew their cause would not stand a chance of success without Virginia. They HAD to have Virginia. So they sent dozens of fanatics to Richmond. They built bonfires and had parades. They threatened

Present were the business professional and political lead-

The im
The important thing in a nutshell was a report given by Ted Riffe. It appears herewith:

At the time of closing of the only industry in Cass approximately 165 men were affected. Some of these men were mobile enough to find employment in other communities and other states. The majority, however, were not blessed with the necessary skills and trades to find other employment, and today some 80 of these men, repre senting approximately 240 de pendents, (wives and children) face utter destitution unles some form of employment is
in our State (second in number only to Virginia). In most of these the Federals were victor ious. Sometimes (as in the Battle of Droop Mountain and the Battle of Sinking Creek, near Lewisburg), far inferior Federal forces, numerically, defeated the Confederates ingloriously. That belied the old Southern view that Confederates were superior people, man for man.

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The first land battle of the entire Civil War was fought at Philippi, and this writer will bet 10-to-1 that the State gets euched out of its rightful publicity again on this score. (That belies the Southern view that "only few minor border skirmishes took place in West Virginia." The Battle of Philippi was fought 33 days before the First

## offered soon. (These men were Lumber Co. Railroad, its rol

 eligible for unemployment bene- ing stock, and other necessary fits from July 1960 to January 1961 at which time these bene its expired.)
## Proposal to State

It is therefore, with the above situation in mind that the com mittee offers a definite and sound proposal to the State of West Virginia to alleviate this situation.

In November 1960 the Joint Committee on Government and Finance by resolution, recom Finance, by resolull membermended to the full member ship of the 1961 W . Va. Leg1s lature, that the State of West Virginia purchase the Mowe
hanged five of his hillbilly captives in the village square at Front Royal. And every time Quantrell appears on television he becomes a little more re spectable.

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One advantage of studying history at West Virginia Univer sity in our day was that we were subjected to all shades of Civil War viewpoints. One of the finest Southern gentlemen and scholars we ever knew was the late Dr. Oliver P. Chitwood. who was an unreconstructed Rebel of the old school
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quipment, to develop this most unique and rare railroad as an operating tourist attraction the State of West Virginia.
The Cass Planning Committee wholeheartedly supports the resolution by the Joint Com mittee on Government and Fi nance as an instrument which could alleviate the unemployment situation in the area, and emphasizes the soundness of the investment in such a venthe investment in

Present Owners
The railroad and rolling stock re owned by the Midwest Raleigh Steel Company Charleston, West Virginia.
The amount of railroad in lved is approximately 8 miles, which runs from a point about $1-2$ mile from Cass at a crossing on Leatherbark Creek to a point about $11-2$ miles from the top of Bald Knob. (The railroad did actually go to the top of Bald Knob, but these rails have been sold as scrap. The road bed, however, is still in act and new rails could be laid in order to get the full effect of the engine traveling to the top of Bald Knob. Bald Knob is the second highest point in West Virginia $(4,852$ Ft.) and the railroad is higher than any other railroad east of the Rockies).

## What to Buy

Also, owned by The Midwest Raleigh Steel Co., are two Shay type locomotives, both of which are 1880 models. One was put into operation in 1901 by the Vest Virginia Pulp and Paper Company: the other began opCompany: the ather began op preparing id to Joint Committee or Government and Finance in preparing this original recom

The committee has made no The committee the number attempt to projet would be emof people that as a result ployed indirectly becoming a of the railroad becoming a tourist attraction (souvened shops, etc.), but has concerned itself only with the direct employment to be provided, (operating personnel).

There currently seems to be ome confusion as to the cost and relative merit of the proposed purchase of the Mower Lumber Company railroad at Cass, W. Va., as a possible at traction for tourists.

## Wrong Reports

In the first instance the prices heretofore quoted in newspapers have been totally inaccurate as the attached basic investment detail will show. These costs are based on inThese costs discussions with the cormal discussions with the present owners of the railroad and right-of-way. The improvement costs are merely a judg. ment figure which we are confident would be sufficient to develop the railroad into an outstanding attraction for toursts. Any improvement casts however, are subject to personal judgment, depending on how far one would initially want to carry the development program. If, for instance, a lodge simila to the one at Blackwater Falls or those at other State Parks, the costs was to be erected, the
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However, we behieve the bas$c$, initial investment shouldaconcerned with the prese tion of the rallroad, demand for in the future the demand great

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firies ind the kids would be
or. of the house for a few zomer tach day.
Thar zood supply for the fireploer kar dwindled to the point Fhere we ordered coal to suppement it. And not the least of the irritations that come with such weather was the terrific gat bill we got the other day. In other words, we're sick and tired of this weather and already look forward to the coming of spring.

## Reads The Letters

One department of every pub. Jication that we always read is 10

## The Complete Truth Back of the Proposal to Buy the Cass Railroad

## (Frem Page 4)

lie capital are encouraged to work juintly inf a Ifevelopment as has been proposed then not anly will the tourist stand to gaily, but the state, local govern(nent, and 'all those concerned will gain, both financially and in the self-satisfaction that generally accompanies this type of undertaking
The question which seems to be most prominent in the minds of those directly or indirectly interested in this project is the value of the railroad to the

COST OF FIRST SUMMER
Personnel
Per Week
1-Engineer
1-Fireman 1-Brakeman $\qquad$ $\$ 84.00$ - Laborers 72.80 67.20 67.20 257.60 40.00 100.00 1-Clerk 1-Supervisor $\qquad$ 100.00 Coal (24 1-2 tons at 8.00) 196.00 Material and Supplies and Minor Repairs insurance $\qquad$ 200.00 Food

TOTAL

## Less: Income

70 persons per day © $\$ 3.00$ per person NET $\quad \$ \quad 1,470.00$
present owners. The value to the owners, however, is not directly in proportion to the value the railroad would be to the state and its development program, and we believe the attached summary of initial costs would certainly give the owners a fair return on their investment, and its value to the tate, at these suggested costs, cannot be measured in cold
cannot be measured
dollars and cents only.
date thern.

In-the attached summary of operating income and costs for the first summer of operation we have used a volume average of 70 persons per day. This average was based on the re corded numbers of persons who visited the Astronomy Center at Green Bank in the months of July and August 1960. It must also be taken into account that this average of visitors at the Astronomy Center does not include groups who made arrangéments for tours in advance, but are merely people who passed through the area and decided to stop. Further, due to the lack of facilities in 1960 for accommodating the tourist, the Astronomy Center did not encourage visitors to tour the Observatory proper What then, would be the volume of visitors coming into the area if a promotional effort in relation to the railroad to attract the tourist was undertaken? We believe the answer is quite obvious.
The operating costs for the first summer of operation as outlined calls for ten cperating personnel at the going local rates for this type of employment. These costs have been converted to a 7 -day work week (56 hours) and based on an initial summer's operation of 30 weeks (April through October). If, however, a ski slope is added the winter months will provide additional revenues with cor responding additional costs.

Each engine trip from Cass to Bald Knob requires $3 \quad 1-2$ tons of coal at an estimated bulk purchase price of $\$ 8.00$ per

Estimated Basic Investment Cost Of Railroad at Cass Cost of railroad and necessary rolling stock, including
approximately 8 miles of track, 2 Shay type locomotives and 8 flat cars (plus stock and parts)
Cost of 8 miles of right-of-way and approximately 200 acres of land on Bald Knob
mprovements of railroad and rolling stock Park area on Bald Knob Other improvements (station, engine garage ) Cave improvements? Ski slope? hunters' cabins? etc. TOTAL $\qquad$
ton to the state, thereby requir- average of 70 passengers per ing $\$ 196.00$ of coal for a week's day. The cost to each passenger would be $\$ 3.00$ and this would Other material and supplies include the ride and a meal at Other material and supplies the top of the mountain.

be put in first class operation through the initial investment and heavy maintenance should not be a significant problem for three or four years.)

The insurance nas peen com puted on the basis of $.01-2 c$ per person per engine mile. This is probably high but an experience rating will have to be established over ore or two years operation.

The cost of food is based up on the present cost of prepara. tion in volume. This cost was established by the experience of the present logging operation

These estimates are based upon the local labor rates and probable costs of repairs if the railroad is initially put in good working condition. However we believe the estimate of 70 passengers per day is low and any increase in passenger traffic would increase the revenue without a corresponding increase in operating cost.

## It should je mace very clear

 hat this committee or other proponents of this project do not advocate its purchase at the advocate of other worthwhile conservation or tourist while conservation or tourist attractions, but, unless positive action is taken, and taken quickly the state will no longer have such an attraction availtural attractions can be deferred in preparing for $60-120$ persons. without a loss in either direct The income is based upon an value or potential.

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## The Letters

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39.20 Imsurance 180.00 Food－ToTAL $\$ 1.254 .00$

## Less Income

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present owners．The value to the owners，however，is not directly in proportion to the value the railroad would be to the state and its development program，and we believe the attached summary of initial costs would certainly give the owners a fair return on their investment，and its value to the state，at these suggested costs， cannot be measured in cold cannot bellars and cents only．
But what should also be con－ fidered by the State in estab－ lishing a value would be the number of persons to be em－ ployed，and the aid to small ocal businessmen such as hotel owners，service stations，rest－ ourants，stores and the like．Of course，any aid to business such 35 these have a direct relation－ ship to the economy of the State which would be derived in the form of Consumers＇Tax， Business and Occupation Tax， gasoline tax，hunting and fish－ ing fees and the like．

The State of West Virginia has at its disposal in the area of the Cass railroad the herit－ ages which have been the trade－ mark of West Virginia in the past and also those that are playing an important part in the future of the state．The heritage of the past－an 1880 model steam locomotive lum－ bering up the side of a moun－ tain to a peak unequalled in betpht－by－any ratroad in the betpht－by any ratroad in just
ehstern Unityd Stades．And just enstern unityd states．And just

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Each engine trip from Cass to Bald Knob requires 3 1－2 tons of coal at an estimated bulk purchase price of $\$ 8.00$ per
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The insurance nas neen com－ puted on the basis of 0 － per person per engine mile en per engine mile．that this committee or other his proponents of this project do This is probably，hill have to the expense of other worth－ experience rating will have two while conservation or torrist be established over one or two while

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on the present cost of prepara－quickly the state will no longer
have such an attraction avail－ ion in volume．This cost was have such an attraction avail－ established by the experience able to it，whereas other na－ of the present logging operation tural attractions can be deferred n preparing for $60-120$ persons．without a loss in
The income is based upon an value or potential．
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ey, but you don't 3 brand Hke Jack y that cheap stuff pull out of the guests arrive.

## Commercials

## landler's nomination

 verest of the new commercials new. Betsy. But the two we have mercials goes to mentioned might even sell chow Chang King chow mein and Pontiacs.

Only 140 Books Left Hillbilly Bookshop, Richwood, W. Va.

## 4 Tourist's Prevue <br> Cass Railroad Ride <br> By Ivan N. Hunter

 the ultimate point of interest in that section of West Virginia. But, how wrong we were.Just this past weekend, we eturned to Pocahontas County and found and in this unique county.

The day that we found another exciting chapter in the other of Pocahontas County was last Saturday and the place was Cass, a small mountain village crowded by the Allegheny foothills to a precarious perch on the banks of a turbulent river named Greenbrier.

## Last Train From

## Cass

I was in Cass not to meet the friendly people or to admire the unequaled scenery or draw into my lungs, the pure air of the hill county. I was in Cass to take a ride on a mountain railroad and when we arrived in the community at eight in the morning, the object of the affection of just about every rail fan in the eastern part of the nation was puffing saucily on a side track, taking on water
the present century.
If you haven't been re the West Virginia Hillbill might not know that Baum, a rail fan from P vania, came down to th Capitol and talked to makers during the spe sion with such convinci manship that the men talking politics long er set up a special subc to investigate the pros of his idea of buying road for a tourist attr of the last steam East of the Rockies.

To Decide
The subcommittee coming Sunday at in Charleston to de what it will recom legislature when January. Most of members have vately that the that the state pu ing stock of the Lumber Compar into a rail buffs

The town of only industry sold at the au sembles one western ghost mother lode pl Narrow stre

## Railroad Ride

By Ivan N. Hunter

Last summer, after we hiked up Hills Creek near Hillsboro in Pocahontas County and took some fine shots of the Falls, we thought that we had seen the ultimate point of interest in that section of West Virginia. But, how wrong we were.

Just this past weekend, we returned to Pocahontas County and found another amazing facet of interest in this unique county.

The day that we iound another exciting chapter in the story of Pocahontas County was last Saturday and the place was Cass, a small mountain village crowded by the Allegheny foothills to a precarious perch on the banks of a turbulent river named Greenbrier.

## Last Train From Cass

I was in Cass not to meet the friendly people or to admire the unequaled scenery or draw into my lungs, the pure air of the hill county. I was in Cass to take a ride on a mountain rallroad and when we arrived in the community at eight in the morning, the object of the affection of just about every raii fin in the eastern part of the bation was puffing saucily on a side track, taking on water. She was "Number Four" and the years have been kind to the Luttle gal and her jaunty air did not hint that she was a yousg lady when William Jen. nings Bryan was campaigning for the presidency.
"Number Four" is a rare bind because, to historians, the railroud, she fepresents one of the last of the shay engines that laughed at the steep hills of Hest Wirginia kack when the
prime in the early days of the present century.

If you haven't been reading the West Virginia Hillbilly you. might not know that Russe:l Baum, a rail fan from Pennsyivania, came down to the State Capitol and talked to the law. makers during the special ses. sion with such convincing sales. manship that the men paused talking politics long enough to set up a special subcommittee to investigate the pros and cons of his idea of buying the railroad for a tourist attraction one of the last steam shay lines East of the Rockies.

## To Decide Sunday

The subcommittee meets this coming Sunday at the Capitol in Charleston to decide on just what it will recommend to the legislature when it convenes in January. Most of the committee members have indicated privately that they will advise that the state purchase the rolling stock of the former Mower Lumber Company and turn it into a rail buffs paradise.

The town of Cass, with its only industry shut down and sold at the auction block, resembles one of those frontier western ghost towns after the mother lode played out.

Narrow streets of white two story houses, many of them now deserted and up for sale, bear witness to the time when lumber was king and over 168 families lived in the booming community.

Old-timers bronzed by the many seasons of logging in the surrounding mountains sit idly on the porch of the boarded-up company store and with only the least prompting will tell of
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Most of the young folks have moved over to nearby Greenbank where they have found jobs at the Radio Astronomy Center in an unheard of project of sorting signals from galaxies in the outer fringes of space.


The WEST VIRGINIA


## Save The Train!

THE STATE CAN BUY A RAILROAD
and other states prove it feasible.
West Virginia has something that a lot of other states would give a purty for and that's a bit of sure teurist bait in the form of a mountain and a railroad that chugs up it.

The state of West Virginia can have this railroad if the owners don't want to get too rich on it, and if the state's representatives are convinced of its worth as a tourist attraction.

There is every kind of interest in the idea. This paper has heard from everybody and his brother and all divinely hope that the road and its steam locomotive will not be relegated to the limbe of the scrap heap.

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Keep this istue as either a souvenir of West Virgin. is) bockwardness or its forwardness. Remomber: Hillbilly is asking the state or private enterprise to do only what other states have done to their profit, glory and pride.


Legislative Report

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Going Up Cheat - West Virginia's Most Talked About Train

## Baum Writes Again about Cass Train <br> that I fount aut my uffo on the Trees-e

Dear Mr. Cometack
Enclosed are a roup of pheturs 1 tonk on the trip maturday atoord the therislatury gher you liave unvt them

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is your new luater pommiathon

If so, my ofter -sull stame of takias yeu whued the lan tearial raitroadt in Fean Efivatity Dath the Eat linsat Tyl whelh Hfetief op the Abgus, wat in caratant cam. menherlian and made many tripe to the Tweet.
 Eint delved intes sil the favels of the Twintile Aefert darting bis ouse percation. And if is five me laks sith Mr. Wiburn of the Eirr

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Faclosed sre a group of pictures 1 took (as the trip Saturday aboard the "Legislature Spectal Pledse return there with the rest atter you have used them.

If the proposal with the legislature Aats through the wrote on Sunday, October 300 today you may be interested in gettin: more information of this sort of thing to use is your newspaper promotion.

If so, my offer still stands of taking you around the two tourist railroads in Pennsylvania. One, the East Broad Top, which opened up this August, was in constant communication and made many trips to the Tweetsle in North Carolina. And the operator of the EBT delved into all the facets of the Tweetsie before starting his own operation. And it is from my talks with Mr. Wilburn of the EBT

1 was probably instrumental here several years ago in helping to get the id started. With subsequent trips with the mr from the Tweetsie to purchase equiplif from the EBT at cost. I think the idea fin blossomed and then trips and discussions $v$ the Tweetsie man finalized the decision Mr . Wilburn to convince the owners of railroad, Kovalchick Salvage concern Pittsburgh, to follow through with the Mr . Wilburn was up until the line was official? abandoned (track was never torn up thous and still is the Operating Vice-President. should go on a Sat. or Sun. and next week (th) first weekend in November) is the end for : year. You can also compare the multitude vantages the Cass outfit has over the EBT ant
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There she stands, idle, ready for the blow torch, ready for the scrap heap. Anyway you look at it. it is sad throwing away a past that can be re-created to the sibilant sounds of a symphonic cash register.


The little train fetehed in this log for the now defunct bull chain of Mower. The tittle train can poselly bring in greater wealth than Elbly

## Legislative Report

## (From The Charleston Gazette)

Members of a legislative committee took a preliminary step here Sunday toward possible purchase of a lofty little railroad with its side attraction of an underground waterfall said to be higher than Niagara Falls.

The railroad step was taken by four members of the Joint Committee on Government and Finance. They authorized Legislative Auditor C. H. Koontz to check with the Conservation Commission on the wisdom of purchasing the Mower Lumber Co. railroad at Cass, Pocahontas County.
The commission would have charge of the railroad as a unique scenic attraction for tourists in the event of purchase by the state.

Tentative offers totaling a maximum of $\$ 284,110$ were quoted to the committee by Koontz. The sum represents the purchase price for 13 miles of railroad, an extensive land area, an old diamond stack locomotive and certain additional equipment, including flat cars.

The offers were made by representatives of at least three principal owners who would be involved in the deal. They are Midwest Steel Corp., Mower Lumber Co. and Don Mower Lumber Co.

It was learned also that a private investor, identified only as a friendly "southern bank-
(Turn to Page 14)

Pictures

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end on
Page 8
Made By
Mr . and M -s.

William E.

Barrett, Jr.
Of Arlington, Va.

Going U
Baum Wr
Dear Mr. Comstock:
Enclosed are a gr on the trip Saturday at Special". Please return after you have used the

If the proposal falls through the wrots 30) today you may be more information of thi in your newspaper pron

If so, my offer you around the two tou sylvania. One, the Eas opened up this August, munication and made m sle in North Carolina. At EBT delved into all the before starting his own from my talks with Mr.

Wharmmen for the only state that can own an up hill railroad.


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Let's Save the Railroad!

From Page 1


The railroaders call this "clawInr" and the old coal-b sner is sare clawing up Cheat.


Old No, 4 gets shifted. This is up In the mountains six miles above Cass.


Want to Be Something Else

There is no tree in the Allegheny forest that would give 700,000 board feet of lumber. There is no canyon in the East quite like Yosemite-Tallulah Gorge in Georgia comes closest, 3000 miles behind. And there is no all around park like Yellowstone. And there is no grandeur in the world quite like looking at Mount McKinley (called Mt. Denali

RUSSELL BAUM MAKES PLEA
the cost of salvage rail at about $\$ 1.50$ to $\$ 2.00$ per foot. And the morerof these places we add, the more attractive a travel package the East will be - or for that matter keeping a perpetual West bound tourist East (like me).

Let's Preserve the East
As an aside - if at this time I could land an attractive job in the West I'd do so. I love to travel - and that is becoming the American pastime-and will continue to do so. And with places like the proposed Cass layout I'll have no need to be out West to be steeped in the beauty of America. I'll be able to do it at home. And yes, we do have some of these things here, such as Williamsburg, Hopewell Furnace (an iron furnace Nat'l Park in Pa.) along with scores of military parks like Gettysburg, which memorialize and perpetuate wounds of the past with hunks of stone strewn over the landscape.

Let's face it: We've come short of preserving the glory of our East. At Cass we can combine the serene beauty of the East in its finest with the transportation mode that made America - the Railroad.

And showing steam in its finest hour, a symbol of a passing century of tradition, is a nostalgic item that will live in the hearts of men for time to come; the personal and romantic throbbing of a steam engine along with its plaintive wail:

What American father will not fail to
noveratar 1, mex

These pietures were made by Mr. and Mrs. Wm. E. Barrett, Jr. of Arlington, Virginia, two train lovers who come, or did come, to West Virginia to worship it the altar of the great god Steam. This is No. 4 Shay at a Cheat water stop. rationalize some reason to take his son for a last look and a return look for that matter? You talked on the trip about the West capitalizing on the Cowboy. How about Paui Bunyan and the Lumberjacks? Were they not as colorful? Who doesn't use lumber? And who doesn't thrill to the thought of a rugged lumberjack deep in the woods calling out in resonant tones - "Timberr"? How many people have gone through an honest to goodness saw


Oid $\mathrm{Na}+\mathrm{f}$ gets stified. This is up In the mosntalns sts miles above cass.


This mill was built in 1921, replacing one that burned. Hillbilly feels that this old mill shouldn't re. that down the years it will pay the state a pretty penny as a souvenir of the past. A logger's maseum could be garnered here.


That's a $\log$ loader, chlldren. That's a log loader, chlldren.
Sure you know now. But there Sure you know now. But there
will came a day when you won't. Unless the state of West Virginia, or its businessmen, have the wisdom to preserve this rich heritage.

Ifage of all - our numan avanderance of hu And where is the preponderance Pennsylman hertage? its in the East omulate the vania Grand Canyon tries (an or Grand Camyon of the Colorado. The Great Smakies and the Hills of West Virginia 'ry Smokies and the Rotenders to the Rockies. But to be eastern pretenders to the Monongahela no matter how hard we try the Monongahela National Forest will never compare with the forest of Sequoia National Park with its towering 300 foot giants up to 40 feet in diameter.

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Can the East top that? Yes, it can. Not by trying to match that which makes the West great, not by matching mountain peak for mountain peak; but by preserving that which made America great, by preserving that which the East in our history books is noted for-its human heritage.

True we have beautiful forests and hills in the East with a certain unusual sylvan beauty to set them apart from those of the West, but it's not a dynamic beauty as with the West: And it's not going to draw people from the Midwest East when it's just about as easy for them to travel West. But it's a combination of our pastoral beauty combined with the dynamism of our rich human heritage that will draw people to the East. Why do people go to Europe? Certainly not to listen to people speak a language they can't understand or to see scenery we can surpass several times over in our own backyard. Nor for the opportunity of spending the $\$ 500$ round-trip airplane fare. It's the human heritage in Europe -the museums colosseums, pyramids, that take
serving the glory of our Eant. At Cass we can combine the serene beauty of the East in its finest with the transportation mode that made America - the Railroad.

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Last year in Longview, Washington, I went through the Weyerhauser Mill. There were 25 in our party. Tours were hourly every day of the week. Absurd? No! In a large center of population-no. Just a pure genuine interest in our human heritage-lumbering. And remember, this is just to see a mill operate. There's no ride involved. No scenery to see. It's not next to anything else of interest. There's no timbering to watch. It's just to look at a saw mill.

## We Have So Much . . .

My father-in-law travels East and hauls me around on jaunts for guess what - just to see the remains of old iron furnaces. And there are crowds at the developed places like Hopewell. Why? You know why. And yet there's nothing operating at these places. All there is are guides, pamphlets and restored and reconstructed remains. So, plus these three vitally interesting facets of our heritage we have added at Cass a perennial favoritea cave; and of course the not to be forgotten heritage of our future-the National Radio Astronomy Observatory at Green Bank. Bere's a Gold Mine in Them Thar lieve met it's not California.
Hills and it's not in Callorma.
And you can continue to ask me fort any possible further help I may give. I wat nothing more out of it than cause and the


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Last empties come from the Cheat woods. It's the last day of a add span. West


Clyde Gatford brings in wood from the West Virgiaia's slorious t.re


This mill ose knill in 1sn1, re: plenting ene shat iworned. minsilty feetr ahat dats ale mill shenltn't fe that diven the vears it will
 ewvenir af the hemerel here muserm mald be garmered hers.


That's a log loader, children. Sure you know now. But there will come a day when you won't. Tinlear the state of West Virginia, or its businessmen, have the wisdom to preserve this rich heritage.


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And you can continue to ask me for any possible further help I may give. I want nothing more out of it than the feeling that I've done something for a good cause and the self-satisfaction that that gives and the knowledge that future generations and myself will have places to go in the East in quest for rich vacation spots.

Russ Baum

People, who are deeply interested in the fate of the Cass railroad have been



Lountain to the top of Balat elevation of has a reported elevation of 4,857 feet-just Knob in Pendleton Spruce Knob in Pendleton. County highest point in the state.

Proponents of the purchase say that the steep. old-style rallroad, with the old diamond stack steam locomotive capable of laboring up the scenic coun tryside, plus Cass Cavern, a sure-fire tourist attractions.

The underground waterf said to be about 200 feet is within the cavern near railroad.

## THEY BEEN WORKIN ON DE RAILROAD

If West Virginia buys the railroad at Cass, "and thus fills its coffers with tourist dollars these men who met on the inspection trip two weeks ago. They are: (sitting left to right) J. C. Cruickshank, Jim Comstock, and Harry Pauley. Standing: Don Crislip, Ted Riffe, Carl Frasure, Dick Bowman, P. F. Long, Robert Jacobson, A. L. Reed, Carl Gziner, C. H. Koontz, Don Mower, Ward M. Dawson, Sr., Mŕ. Yokë, T. G. Matney, and Herb Schupbach.

## Cass Train Report

(From Pacie 1) er," is interested in buying the railroad if the state decides against making the purchase: His reported offer is about $\$ 75,000$

## ONLY RAILROAD

## NOT MERGING

Betw-en sussicns of two leogislative e-minittees Sunt. Iesting sensiors and uelegates, discussed possibility of issuing passes on the scenic Mower
Co-Chairman Harry $R$. Paut-
L.umber Co, railroad. $R$

## NOVEMBER 12, 1960



Mountain to the top of Bald Knob, which has a reported elevation of 4,857 feet-just three feet less than Spruce Knob in Pendleton County, highest point in the state.

Proponents of the purchase say that the steep. old-style raitroad, with the old diamond stacis steam locomotive capable of laboring up the scenic counIfyside. plus Cass Cavern, are safre-lire tourist attractions.

The umderground waterfall, said to be about so0 feet high, is within the caverti near the railfond.

THEY BEEN WORKIN ON DE RAILROAD
If West Virginia buys the railroad at Cass, and thus fills its coffers with tourist follars these men who met on the inspection trip two weeks ago. They are: (sitting left to ght) J. C. Cruickshank, Jim Comstock, and Harry Pauley. Standing: Don Crislip, Ted iffe, Carl Frasure, Dick Bowman, P. F. Long, Robert Jacobson, A. L. Reed, Carl Gziner, H. Koontz, Don Mower, Ward M. Dawson, Sr., Mr. Yokë, T. G. Matney, and Herb Zshupch.

## Cass Train Report

## (From Page 1)

er," is interested in buying the railroad if the state decides against making the purchase: His reported offer is about $\$ 75,000$.

Co-Chairman Harry R. Paul-
 that the Government-ard Fl. nance Committee 1scked a quorum to take formel action Sunday. The total of four members present was two short of the quorum required for the 10 member committee to do business.

Pauley said he was reasonably certain, however, that the full committee would approve the decision to talk about the matter further with the Conservation Commission. The other three members present were Sen. A. L. Reed (R-Preston), Del. Herbert Schupbach (D-Wetzel) and Del. Ward M. Dawson (R-Morgan).

## Will Meet Nov. 13

The committee set Nov, 13 for its next meeting. More positive action is expected at that time.

A note of urgency was injected in the meeting by a let-

## ONLY RAILROAD NOT MERGING

Betwen s?ssic-s of two lecislstive ermmitfees Sunror. iesting sen3tors and celegates discussed the possibility of issuing passes on the scenic Mower Lumber Co. railroad.

House Speaker Harry R. Pauley (D - McDowell) commented:
"This is the only railroad 1 kniow of that doesn't want to merge with another one."
ter from Midwest Steel Corp.. which has indicated that it wants to remove the railroad before the weather gets cold if no sale is made.

Committee members decided they don't have the authority to take a proposed $\$ 5,000$ option on the steel and rolling stock of the railroad.

Pauley said the powers of the committee could scarcely extend beyond making a favorable recommendation to the next Legislature, which convenes in January. Meanwhile, he said he thought the Conservation Commission should look at the matter in relation to its total program and make a report to the committee at its earliest opportunity.

A long petition signed by West Virginia University students in support of the proposal was brought to the attention of the committee.

## Story of the Road

Committee members took an inspection tour on the railroad Oct. 22. Their power to study the feasibility of making the purchase was granted at a recent spectal-legislative session.
The railioad starts at the town of Cass and winds atong Leatherbark Ruh up Cheat

## Get Together

is the only criterion in determining whether we need more motrey or not. We shall talk
about the improvement of edqcational quality, instead, or at least in addition. We shall try to work out ways of identifying and rewarding talent as distinguished from mere timeserving. It's talent that we want to get and don't want :o lase-let's put our money there -we can always get warm bodies to stand up in a classroom and call the roll. We shall vis it each other's campuses and learn about each other's problems and strengths first hand. get tired of hotels-but never of campuses. We shall help each other. First we must sell, even more than we have, the values of higher education to the people and their leaders-make absolutely clear its indispensa bility to the State, to the Nafion and to youth in the second half of the 20th century. We shall join in encouraging ipcreased corporate giving to higher education and in educating all our alumni to the fact that their own education whether public or private, was heavily subsidized. Together we have avenues of approach to oundations, corporations, legisatures, churches and individuals and groups of all kinds hat we may not have sepa rately or alone.

We shall enceavor to explode the fallacies in the public mind such as that tax-assisted institutions don't need private support, that voluntary contribu tions to public institutions re duce contributions to other in stitutions, that private institucons can survive by just keep ing on raising tuition, that pri vate institutions suffer unfair competition from low fees in tax assisted institutions. All of these are sheer nonsense. Let's

## The Latest Word on Cass Choo Choo

By Ivan N. Hunter
Just about everybody in West Virginia, and several other states too, with a few notable exceptions, has fallen in love with the Cass Railroad. This fact was brought out at the Legislative committeo meeting held in Charleston Sunday, November 20 .
A petition bearing the names of 1500 Marshall College students, along with numerous letters and wires, was read to the six man group before they unanmously voted on co-chairman Harry Pauley's motion to recommend the purchase.
The motion instructed Conservation Director Warden M. Lane, to get in touch with the owners of the railroad and roll ing stock and attempt to gel a reasonable price quoted for presentation to the full house membership when they convene in January for the 1961 session.
During the Sunday meeting Director Lane revealed some of the long range plans for tourist development in West Virginia by his Conservation Commission. The Director specifically mentioned the Seneca Rocks area and the Bluestone Gorge as projects whose development should have higher priority than the Cass scenic Railroad.
Lane expressed only mild en-
thusiasm for the development
scholarships. We are about to set up a joint statistical service and joint efforts in fund-raising. We hope to work more closely together increasingly in the highly important field of adult education.
of the Cass line but told the be in business, at a fraction of committee that his department would be glad to operate the scenic line if the legislature collowed the committee's approval and "give us enough money to run it on".
Listing some of his objecttions to the project the Conservation Commissioner noted that the town of Cass was almost inaccessable to concentrated tourist traffic. He also stated that the cost of acquiring and onerating the scenic shay line might prove prohibitive.

Ted Rife, an employee of the radio-astronomy
center at Green Bank, and an ardent spokesman for advocates seeking to preserve the last steam mountain line in operation in the eastern United States, disputed some of the cost figures quoted earlier in the hearing by Director Lane.
"The Bluestone Gorge and Seneca Rocks have been in place for a million years, and will last another million", Rife said. "But the Cass Line will be sold for serap unless somebody takes action soon", Rife went on.

Disputing the need of an ex pensive lodge to house and feed tourists Rife explained that the state could purchase several old Pullman coaches and dining cars and set them off on a sidTWAN'S PARENTS LIVED IN MASON COUNTY

The parents of Mark Twain once lived in Mason County.
EGAN WROTE HUMOROUSLY OF THE CIVIL WAR
One of the few humorous books on the Civil War is "The Flying Gray Haired Yank" written by Michael egan of Written by Michael Parkersburg in 1888.
ars and set them off on a sidthe cost estimated by Director Lane.

Even the amount of coal re quired to climb Bald Knob figured in the discussion. Warden Lane had earlier told the legislators that his department estimated that it would. take ten tons of coal to make the steep ascent.

Railfan Rife challenged the tonnage figure and told the members that it would only take four tons to climb the mountain and "a half a ton to come down
"We propose to nold a public meeting somewhere in the state, as suggested by the West Virginia Hillbilly, to plan for action to present our cause to he West Virginia Legislature when it convenes in January", the astronomy center accountant announced at the meeting. "Public notice of the time and place will be announced," Rife concluded

## Person to Person

R. E Mathews of Weston will at the invitation of WOR to tell receive Hillbilly for the next $t v$ and radio audiences of the 52 weeks with the Christmas Manhattan area why Hillbilly is


## Time

## to

 Start Workin' onThere is somebody who mont live a raltruad. Somealy whe bacean? want to buy io thrtio Cans Ratlroad and whd it to alabging up to the p) of Ofs llalisy with a cargo f freespenting, fundoving tariates.
There's semebody that doesn't ant tis pet the unemployed rogle of Cass to work running at lirkle railroad, to building
ie large tourist camps that
will be necessary to take care of visitors.
That somebody is, first the Governor of West Virginia. He doesn't like it because if he did he would have said to the legislature, "Buy that little railroad and let it be the first olive out of the tourist jar. Buy it, boys, and let's give the people back a little something." The Governor has been made good father of the West. Virginians by a
great mandate and he is serving by the divine right of kings. But he didn't say do it, and it wasn't done. One wonders why the governor doesn't like the railroad.

The Senate of West Virginia likes the railroad and put it in the budget so it could be bought. But the House didn't like the little raiiroad and they said, no, they wouldn't itemize it. The House and the Senate have to agree or the budget can't be submitted and the legislature can't adjourn until they get together. So there was a kind of comprise.
"Let's put in enough money and if the Conservation Commission wants to buy it later, then they can buy it." That was nice on the surface, but it still means that there's somebody in power who doesn't like the little railroad and that the state will never buy it. Or so this paper thinks.

There is somebody who likes the little Cass railroad. This

There is somebody who likes the Lirtle Cass railroad. This paper, for instance. But this paper isn't any judge because this puper is one man's opinion. So that can be discounted. But there are others who like the little rallroad and that is just about everybody in West Virginia except the strong man on the budget of the state. Why they don't like it, nobody knows. One of the big men says it will take too much money and he talked about tollets on top of the hill and about other things. This paper said back to him, get the railroad first and then talk about those things. Be sensible. But the man got ruffled and the paper got ruffled and nobody got anywhere.

Now this paper predicts that if the thing is left up to the state, that the rallroad will be sold to those people in Marion, Virginia, who would like to have it to attract tourists. But that shouldn't happen and this paper will scrap till hell freezes over

. . happen in our West Virginia hills?

## KIn <br> on de Kaliroad

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The Biggest Treasure in New England! MT. WASHINGTON.N.H.

3有 MILES FROM TOP TO BOTTOM!



This is the story of your trip up Mount Weastington on the World's First "Cose" Rallvays, inverited and bouls by Sylvestar Marsh of tinleton, 14. H. This umbued railway, ctten theme long year: of construc. fions, was operned on July 3, 1869 und has opmetated chentimerosly since that time except for ents yesor in stien first morld war and three in lhe lost.

Weather permilling, troins will teave the Bore Sation every tirne the clock strikes the hour from noses un the thornheng until vx in the evoning ( $9 \mathrm{~A} . \mathrm{M}$. E. 4 F M, D. 5. 3.h. When tratic deavandr, extret saclopte cate ruh on the rerrulanly achedulad tripa



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If enough of you West Virginians are interested in buying stock to make this thing possible, now is the time to say your piece. Write this paper now as to what extent you can or will 80. Write to us until we get a good organization to take over

rom there also watch for a big to live. Let's take what God meeting in the Civic Center or somewhere soon. At this meeting we will have experts on hand, we'll have lawyers to tell how to organize stock companies, and we'll have a treasurer on hands to take money.
s, and we'll have a treasurer $\begin{aligned} & \text { stater thinks the chances are } \\ & \text { paper }\end{aligned}$ West Virginia doesn't have to is a job for the people, not the go prowlng around Washington people who represent the for commodities for its people people.
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gotiabilities and turn them into gotiabilities and turn them into cash. Watch for further word from this paper.

However, it is possible for the state to do something. But this paper thinks the chances are

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## to The Irish Is on Page 14, B'gora!

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## Complete Text of Russeli Baum's Cass Railroad Plea

My parpose here today is to sug geat tha feavibility of the state of West Virginia's purchasimg and operating a wopment of the Mower Lumbar Co. in Cass. West Vinginia as an operating pascum of rallruading and lumberingturn of the century style-for the benefit of the people of the state and as a major tourist attraction. And further, to blow that this tourist attraction would pay ths own way from its own revenue.

Railroads, and expecially logging railmads, have for the past 15 years been my primary hobby. Through business, the military service, and vacations, 1 have tarveled and seen most of the interesting railroads in 49 of our 50 stres. Canada, and Mexico from the Cookuila and Zocateas to the White Pass and Yukon. In riding over the Mower railroad last October it occurred to me that few Reilroad and none of the opera ting tourist railroads came close to matching the Mower in spectacular scenery. Further the most scenic part of the line is within 6 miles of Cass.

It was because of this ride that the thought kept mulling over in my mind that this definitely would be the line to preserve as an operating log. ging railroad to be promoted as a tourist attraction. It would be a natural for the state to include it in its Park System. This whole concept of a railroad park is not new. In 1947 the Edarville R.R. was born in Cape Cod District of Mass. with six mile of track around a Cranberry Bog. Today it is the most successful of the tourists operations. The passengers each year are in the hundreds of thousands.

Another tourist railroad is the Tweetsie at Blowing Rock, N. C., near the Smakies but in a remote section of N. C. I was told that last year they
is the Silverton Line running from Durange to Silverton, Colorado. They are booked up in advance for tickets and a ride over their 45 miles of track requires a four day wait on the average. Today Durange is a booming tourist center. Hotel rates shot from $\$ 2.50$ eight years ago to $\$ 7.00$ today for a single, and the unusual pari is that Durange is 450 miles from the nearest city of over 5,000 population and has to compete with such attractions as the Grand Canyon, Rocky Mountain National Park, and Yellowstone for the long distance tourists.

Another is the East Broad Top in Penna. It started this August with a five mile trip through some pleasant farm land. It is presently bettering expectations and Mr. Wilburn, the operaitng Vice President, expects to add to the line next year.

Although these other railroads are operating quite suocessfully, they have only one basic attraction, that is a railroad with an operating antique steam engine hauling poeple for an average of five miles over the track. The Mower Lumber Co. Railroad has far more to offer.

To start with, it would be the operation of a real rallroad-most of the tourist lines are built for the occasion and for the historian type person, therefore lack interest.

The Mower does not merely go around in a circle or over an uninter$e^{* i n g}$ stretch of land. The other lines operating in the East can come nowhere near matching its scenery. You would have the added interest of lumberingturn of the century style-and lumbering in itself has a great appeal to many people. Today in the United States the only railroad logging by the old method of rail to logging point and skidder car
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The engines themselves are very unique in the annals of Peailroading. They are Shay geared steam engines complet? with a real 1890 dimond stack. There are two switchbacks on the line. And I know of only two others left in the U. S.

There is an added attraction of a mammoth cave only about 50 yards from the suggested termination of the line on the hill. This cave has received innumerable write-uds in certain magazines. A cave in itself would attract numerous tourists, and the combination would make a very strong tourist attraction.

Then 'at Greenbank, five miles away is a large observatory that would help attract still more people.

The Mower operation would require the operation of only five miles of track and the purchase of six miles. This would take the line through its finest scenery, and five miles is the ideal length for this sort of thing.

Because the major investment is there, the cost would not be large and no more than scrap value for rail and engines.

To summarize-none of the othar railroads serve any other purpose than to memorialize sleam railroads, and none have operating geared engines or interesting scenery. With the Mower you have in addition the large interest in logging-the chance to show old time logging railroading at its best-and a large undeveloped cave.

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The highways for entering Cas3



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Trainfan Baum, a Pennsylvania businessman, made this speech before the House of Delegates, Oct. 4.
GOa thellhilly 10/22/1960

## Complete Text

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Bank observatory. "Meet Dr Phillip Newell", somebody say and I shake hands with a subscriber whom I have heard much about but had met.
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## Hillbill)

# To Buy or Not To Buy a 

CERTAIN WEST VIRGINIANS OF GOODWILL TAKE A RIDE BEHIND A SMOKE TO LOOK INTO THE FEASIBILITY OF THE STATE'S BUYING THE RAILROAE

One barometer of aging I think is a propensity to associate a contemporary act with a halfremembered tune or the halfforgotten words of an old song Last Saturday there kept coming to my mind's ear bits of an old hymn that I used to listen to, but was never brave enough to participate in, about life being like a "mountain railroad with an engineer that was brave" and admonished me and the rest of the congregation to "make the run successful from the cradle to the grave"

The "contemporary" association was a real Mountain Railroad, one which I felt was approaching a premature grave as its work being done in the woods of Cheat above Cass in Pocahontas County was done and it. Irack and locomotive. was being sold for scrap. 1 had fortunately, and somewhat Emiraculousty, been the engineer that was brave in a bit of Togislative maneuvering that brought the depredation to a shatdatill unsil a delegation of के glotatars coutd took into the matler of proserving this vestige of steam for a possbite tourtis atlifaction

## Meet Ia Marlinten

but concentrating quite lecherously upon a herd of young heifers in a field, who exasperatingly pay him no mind at all but graze on with the hard-toget nonochalance of the gender

The first man I meet at Bill Sperry's El Poco, the appointed place in Marlinton, is Mr. Koontz himself who is standing in front of the place and wondering why it isn't gpen. He tells me where Senator Carl Gainer is in the motel. I go there and after a while Senator Arch Reed comes in and we all go to breakfast, the place now being open and bustling. At one booth are Mr. and Mrs. Koontz and at another is Delegate J. C. Cruikshanks. Speaker Pauley comes in.

## Ike and Taxes

Bill Sperry introduces me to a stranger, a fellow by the name of Gambill, who is a tax lawyer, and who stops at Bill's place when passing through that part of West Virginia. "Tell him that story", says Bil and Gambill haltingly tells what he had been telling Bill, fomething about how President Eisenhower evades taxes by renting his Gettysburg farm to George Allen and Clint Murchisen or somebody. Nene of it is elear to mo or even interesting. but the fellow gets to talking about how big shots play up te
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## Meet In Marlinton

The day of looking into the matter was Saturday at Cass and I was invited by Legislative Auditor Clarence H. Koontz to be at the point of assemble at Marlinton at nine o'clock. 1 left Richwood early so that I could drive slowly over Kennison mountain and absorb the autumn beauty for which this drive is famous. There are drives more beautiful in the world. I suppose, but I have never seen them. The day was cxactly right as to weather and temperature, At 7:55 I started down the Pocahontas side of Kennison and stopped here and there just to look at it all. Farty tmorning vapor was rising from the prone theatre wings of the bills and the sun was onomise Harough sfrong enough,


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At a dinner Eisenhower spoke of a poem that he hadn't read in years, but would give a farm -or maybe a golf course in Georgia for if anybody could locate it. He said the poem was about a boy on the farm, who bated it, and then grew up to become a wealthy man, but now he wanted desperately to get back to the simple ways again. "The President could quate but two lines from the poem. That's all he knew.

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there just to look at it all. Early morning vapor was rising from the prone theatre wings of the hills and the sun was coming through strong enough, and carly enough, to turn the dew, or maybe the crystals of the frost, into a sequin spangled type of thing that sparkled on the bright and firey reds and oranges and yellows of the leaves, not to speak of the undertones of brown limbs and green of still green leaves, and created within me the image of bespangled gypay girls dancing in an aurora of Kleig lights. What a wonderful wonderland this all is. this drive in the autumn over Kennison.

The beauty of it parades and extends on down the countour of the hill and hills to the green level below, where the trust ham't come so early, and where green clings for a few moce precious minutes before Eomning the fatal costume, which, although colorful and Eay. be still the danse macabre of tature, the last fling before 6ift Exproness Winter holds all in thrall. I have become potetic, Beat realify Jerks me back. I eseme domes hard upon the trates and swetve dingerously to awoid hilling a young bull Wherts has atrayed froms a field othe ever a fetee and stands in the pobid. Itis bead is thrust Sorvent, nasorquivering as his fartrits clute is and out like 4. Jrtlows, piling the ap glance
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This fellow who was trying to make Eisenhower didn't say a word. Soon as the dinner was over, he got. to a phone and started calling book stores in New York. He recited the quotation to each of them and offered a ridiculous price to the man who could find it first. One was found after a short time and the man chartered a private plane to fly the book to Washington and within a short time after the dinner was able to say to the President, "Oh, by the way, I just happen to have with me the book that has that poem in it that you wanted. .

## Last Train from Cass

There's no sense in taking all the cars, so we double up and it isn't long until we are at Cass. There is a crowd about the old steam locomotive which is belching out smbke in proper salutation. I see fambHar faces in the crowd and new ones too. There is, first as always when a steam engine is puffing, John Killoran, it e WSAZ.TV man, who has been going to bat for the train's for the frain's museum a preservation over his if istautheremora

# Mountain Railroad 

E-BELCHING LOCOMOTIVE, THE LAST OF ITS KIND,

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John Killoran comes up to tre and I say, "Fill me in, "John" and John fills me in and good. "This is one of the ateep railroads. Railroad grades wre told in percentages. A rise of one inch per hundred feet is one percent, for instance. Now most Main Line roads are from ane and a half to two petcent. Some few roads, but fiof Main Liners, are five or six pottoest. Fiot never more. This atic is nifie percent. Just think of that. mine porcent".

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And I think she is pretty great too.

We have chugged up grades and through autumnal foliage that looks like polychromatic needle point work at times, and colorful and downy gossamer at others, depending upon how the sun shines or how the shadows fall. We come to a farm where cattle and sheep grase and I am told that there ailh a subterraneas watorfall gara. Whill we see ft? I ask gara. Will we see will havd and ame told that it will have
porcent. Some few five or six percent. But never more. This whe is nine percent. Just think of that, nine percent".
I don't notice the climb upward because it is gradual. I do notice that the autumn plendor is to be seen on all pides and back behind us is a ralley with a backdrop of hills. Now we come to a switch-back, and Russell Baum, who started the whole thing, as you will remember if you have read the past two papers, rushes up to telli me something.

## Switch Backs

There is only one other In the United suatcherack This has to switch to climb the hill". What he means is being demonstrated. The enand stops, the and now it of pushing. good at all minute, and not ciaders from the descend upon us as smpheallark cow and we all scek wis hosed comerage, using my parka hout, tnd odhors using handkerhowherve of the mernatains is whuls bashant ans I motice dif.
now There is more beaus from the
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(Turn to Page
and through autumnal foliage that looks like polychromatic needle point work at times, and colorful and downy gossamer at others, depending upon how the sun shines or how the shadows fall. We come to a farm where cattle and sheep graze and I am told that there is a cave near here, a cave with a subterranean waterfall higher than the mighty Niagara. "Will we see it?" I ask and am told that it will have to wait another time. We turn a bend on the level, make a curve on the slant, then head for higher ground. Another stop and a start and the secortd of the two switch-backs has been met and taken. It is colder and the air is stronger, like a wine, and I wish there were more along to drink it all in with me, and share it, and to toss the dregs of contentment back to grow and multiply for others. I now see what it would mean, this railroad, to hundreds of people who have never gone up the side of a West Virginia mountain, by foot or rail, and I think how lucky the state is that Russell Baum came to us before the tracks were taken up and alerted us sleepy people. There is more beauty; beauty

## LL TAKE A RIDE BEHIND A SMOKE-BELCHING LOCOMOTIVE, THE LAST E STATE'S BUYING THE RAILROAD AS BAIT FOR TOURISTS, WHO HAVE :

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## Chickened Out

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he visited recently ome state, West Virres with his brother to give financial aid d. The two men have $r$ a halt million dolhe Clarkson Medical t Belle Fourche, the ving of the Dorsett the Aged at SpearId Peoples Home at
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## To Buy Or Not To Buy a Railroad

## (From Page 10)

This red is the berries of mountain ash and Dick brings it aboard and the women squeal for some to take home as it stays red in the winter and the berries don't drop. Dick is the life of the party now.

I move from place to place on the train and I meet more people. Meet Walter Good, I am told. Walter Good has run a locomotive on this railroad for 32 years. "I retired last year", he said. And I am told to meet Sam Silverstein. I had heard of him, He had bought the road for scrap. I expected an old man with beard. But he is young and agreeable looking.

## Ghost Town of Spruce

Robert Jacobson points and asks me if I see. What I am to see was once the town of Spruce, a town with 1500 souls, who logged and made paper for West Virginia Pulp, and who repaired the cars and engines of Western Maryland. "In the winter of '18 the temperature at Spruce was 45 below", I ask about Spruce now. What is there? Nothing, I am told. Nothing, but a building or two. Another ghost in the hills.

We reach the top of the hill and stop. A coal car and some old boa cars are near. There is the smell of food from one of the box cars, and I follow my nimes tnaide are pans of chicket, ketlles of bake beans, pans of that rolls. There is talk of govite to Bald Knob. which is grat, aod looking down upon The Forationtas worke of Greenbank and beroud but a colored twy frlls me it is thene lo eal Foid I surns dows lhas trip to
and arrived at a feast for the gods ... and me. They have a trick too with mashed potatoes and gravy and coffee, which is served in enormous tin cups. It is food that calls for the purest of devotion and I give all I've got. And my dinner companions aren't slouches either at putting the stuff away.

## Top of Old Baldy

Outside there is talk of this and that until the return of those who went to Bald Knob. I meet Mr. and Mrs. Ted Riffe, and W. E. Blackhurst, author of "Riders of the Flood", the book about this very place, and his wife. I talk to the various legislators about the possible purchase. Senator Reed thinks the idea is good and Herb Schupbach is carried away with it all. Bowman was sold, I think, before the trip was thought of. Harry Pauley said he felt that the state should own it right to the top of Bald Knob. Bald Knob, by the way, is only a few feet under Spruce Knob, highest ground in the state. I don't remember what each one said, but I think every member of the investigating group saw immense possibiliteis for the railroad as a tourist attraction.

## End of the Line

The trip back to Cass was uneventful. The legislators got their heads together in the closed car with the cheerfully burning stove, and decided to accept Dr. Callendar's invitation to come to the club room it the sbservatory for a little tonfab over sandwiches.

That elub room is as snazzy

Pocahontas was to hav delegation in its midst. Pauley told how glad the to be there and said $t$ the following Sunday 30) the group would ; Charleston for a deci whether or not the would be recommended chase by the state.

The ride back to El about what a doctor c would prescribe. Ahs in a field we saw $t$ takable white bobb deer's tail. Carl Gain his Cadillac and w fascinated as this wi took the pasture i stick strides, going and round about, $j$ had been told to good show for them He too, I think, purchase of that it could divert a tion from him.


## Sanitar

Ar

e to give financial aid nd. The two men have er a half million dolthe Clarkson Medical at Belle Fourche, the wing of the Dorsett
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Fund to South DaDollege at Brookings, Hills Teachers Coltarfish. In apprecia$s$ interest in educaherous contributions, Humanities degree red upon Herbert few years ago, at a ge commencement.
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Robert Jacobson points and asks me if I see. What I am to see was once the town of Spruce, a town with 1500 souls, who logged and made paper for West Virginia Pulp, and who repaired the cars and engines of Western Maryland. "In the winter of '18 the temperature at Spruce was 45 below". I ask about Spruce now. What is there? Nothing, I am told. Nothing, but a building or two. Another ghost in the hills.

We reach the top of the hill and stop. A coal car and some old box cars are near. There is the smell of food from one of the box cars, and I follow my nose. Inside are pans of chicken, kettles of bake beans, pans of hot rolls. There is talk of going to Bald Knob, which is near, and looking down upon the Pocahontas world of Greenbank and beyond, but a colored boy tells me it is time to eat and I turn down this trip to pay my stricter devotion to the culinery efforts of Mr. Silverstein's cooks. I sit down with Tom Edgar and his wife, and Arch Reed and Carl Gainer and Bob Jacobson and Rev. Newell. Whoever the cook is, he knows how to take a dead chicken

those who went to Bald Knob. 1 meet Mr. and Mrs. Ted Riffe, and W. E. Blackhurst, author of "Riders of the Flood", the book about this very place, and his wife. I talk to the various legislators about the possible purchase. Senator Reed thinks the idea is good and Herb Schupbach is carried away with it all. Bowman was sold, I think, before the trip was thought of. Harry Pauley said he felt that the state should own it right to the top of Bald Knob. Bald Knob, by the way, is only a few feet under Spruce Knob, highest ground in the state. I don't remember what each one said, but I think every member of the investigating group saw immense possibiliteis for the railroad as a tourist attraction.

## End of the Line

The trip back to Cass was uneventful. The legislators got their heads together in the closed car with the cheerfully burning stove, and decided to accept Dr. Callendar's invitation to come to the club room at the observatory for a little confab over sandwiches.

That club room is as snazzy as all get out. Ted Riffe made a little talk about how glad betimes yearn to share the mountain man's blissful solitude, close to nature?

nis Cadnllac and wif
fascinated as this wil took the pasture ir stick strides, going and round about, j had been told to good show for them He too, I think, purchase of that it could divert a tion from him.


## Sanitar

MORI

OCTOBER 29, 1960

Railroad
d at a feast for the ind me. They have a Ith mashed potatoes and colfee, which is chormous tin cups. that calls for the fewotion and I give C. And my dinner arcalt slouches el-

of Old Baldy
were is talle of this satill the rieturn of moty ta Bald Kmob. wid Mrs Ted RuJf. Bucklournt. acathor of the Maod". "the bis wety place, and a i lhe lits watious beret the feomsible 2atog Waed filimbs gsead awd Merb Catriad $q$ way with maki M as siblik. if


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to the log of Dalde
Nrut in the $x+1$ Fowt ander: Sympote कमझwane in the gemonnither witat

Pocahontas was to have this delegation in its midst. Harry Pauley told how glad they were to be there and said that on the following Sunday (October 30) the group would meet in Charleston for a decision on whether or not the railroad would be recommended for purchase by the state.

The ride back to El Poco was about what a doctor of tourism would prescribe. Ahead of us in a field we saw the unmistakable white bobbing of a deer's tail. Carl Gainer stopped his Cadillac and we watched fascinated as this wild creature took the pasture in his pogostick strides, going in and out, and round about, just as if he had been told to "put on a good show for them legislators". He too, I think, favored the furchase of that train, maybe is could dixert a bit of attenHiges froes bim.



A memnant of East Cass - once a wild and wooly $\log$. pars' entritainment zone' - remained until the 1985 food This 1975 vew of the business distnct was taken lown the mitst end of the
argival go-degre curve.


The Alpha Hotel, shown 'long after-the-fact' in 1968, was one of many establishments that catered to an often rough and reckless woodhick clientele whose sole purpose in town was to 'blow her in.' Originally the Central Hotel and last known as 'Belle's Place' - this structure - faced the bridge at the 90 -degree turn.
Now in its seventh year, the Town Walk's popularity continues to grow. This season's guide, Phil Bagdon, was bitten by the Cass history bug back in 1965 on his second visit to the CSRR; his grasp of the 'true history is insightful and entertaining. The 1996 tour is based on personal research, without reference to previous fown walk presentations.

[^2]Cass: A Work-in-progress


Above: Main Street 1974; walkways gone, lences going. Below: Back Rows in 1968 with boardwalks still intact.


When the mill closed in 1960, the town property as well as the plant itself - fell into the hands of an off-shoot organization, Don Mower Lumber Co which continued to rent company houses unti 1977. It has taken years to reach the current level of renovation .... and certainly, much work still remains. The first five houses to be rented as cabins were opened in 1984; sidewalks and fences were rebuilt during 1986-87.

All photos except front cover by Philip Bagdon

## References

A large 1917 Cirkut photograph, found in the rear of the Cass Country Store, is the best on-site visual reference. Further study of Cass, and lumber mill towns in general, is available via the following publications (handled in stores adjacent to the depot):

On Beyond Leatherbark The Cass Saga;
Roy B. Clarkson, McClain Publishing Co., Clarkson, McClain Publishin
Parsons; 2nd printing. 1994
Cass: A Brief History And Guide To A Lumber Company Town; George Deike, Cass; 1989 Tumult On The Mountains: Lumbering in West Virginia, 1770-1920; Roy B. Clarkson, McClain Publishing Co., Parsons; 9th printing, 1992 Sawdust In Yours Eyes; W.E. Blackhurst (a novel). McClain Publishing Co., Parsons; 5th printing, 1993

## Cass Town Walk



The town in its prime (1920): the bustling hub of a massive pulpwood and lumbering operation.
In 1981, 96 structures here were placed on the National Register of Historical Places. For 58 years, ending in 1960, Cass was a company town whose residents woke to a steam whistle. The sound of saws and fragrance of freshly-cut saw logs were almost ever-present aspecis of lise to the lowns population (which during the peak years of lumbering, 1908-1920, was almost 1,800 ).
The Cass saga began in April 1899 when John G Luke, a principal of The West Virginia Pulp \& Paper Co., bought 136 acres of bottom land from loca farmer Jacob Gum. Two years later, this property was conveyed to a slarl-up venture - The Wesi Virginia Spruce Lumber Co, - for the site of its mill, town and operating base. Nine years hence, WVSLbrCo was absorbed by 'Pulp \& Paper.' In 1942, the Charleston-based Mower Lumber Co. acquired the town as part of a lock stock and barrel deal for the mill, railroad and land holdings.
Originally known as Leatherbark Ford, during the period just prior to the coming of timbering there were three small farms located where Cass and East Cass (first called Brooklyn) would arise. The town's name was given sometime during or before May 1900 in honor of a Pennsyivanian, Joseph K. Cass, who sold his paper mill to the luke organization in 1899. Coss (1868-1938) went on to serve for many years as vice-president of WVP\&PCo.

> Cass Scenic Railroad State Park Cass, West Virginia

## Cass Scenic Railroad . . . Park programs for a different kind of West Virginia state park

Explore an old lumber mill town built between 1901 and 1908


The 'Big Store' plus specialty shops, 'Museum Row' and more . . .
A. Former Company Store Complex

Cass County Store (State Park Gift Shop),
The Last Run Restaurant, Pocahontas County
Tourism Commission Info Stand, Cass Wildlife
Museum, Cass Historical Museum

## B. Cass Showcase

C. Country Craft Junction
D. Lefty's Barber Shop
E. Something Special, Ltd.
F. Bear Essentials Tea \& Spice Shoppe
G. Westvaco Forestry House Exhibit H. Shay Inn Bed \& Breaklast

## State Park Lodging

There are currently 13 houses - 12 in Uptown and one in the old company's management section - rented as park cottages for overnight and extended stays. (Numbered boxes)

## Unrestored Dwellings

Slated for eventual renovation are 20 company houses; these are scattered about town and were in the worst shape when the State commenced renovation of the town. Rotted porches have been removed and roofs stabilized. (Clear boxes)

## Private Residences, Misc.

There are 11 houses occupied by state park employees and a few old-time residents. (Dark-shaded boxes) Additionally, there is a house used by Park Housekeeping, one that accommodates volunteers of Mountain State Railroading \& Logging Association, and one privately-owned. (Light-shaded boxes)

Town Walk Highlights

1. Pocahontas Supply Cormpany Nethkin Co. Mea
(now Post Office)
2. Original company office building site 4. Cass Hotel / Mountain Inn / Town Shop 5. Front Row (no street until 1925-26)
3. First church (now Community Center) 7. Masonic Building
4. Latter-era company garage
5. City Council Chamber \& Mayor's Office (top floor); overnight lockup (basernent)
6. Lower Alley (missing many structures)
7. The Pen ('milking cow jai')
8. Company garage site
9. 'Uptown Cass' - Luke Street to south end of Company Property (just right of \#15 on map); 'labor force' family residences
10. Site of first schoolhouse (1901-1908)
11. Odd Fellow's Lodge Hall and '5\&10' Kanes Grocery Store / now storage
12. Emory Street: Named for Emory P Shaffer, the Big Boss 1900-1933
13. Methodist Episcopal South Church (1927)
14. Spruce Street - 'The 'Back Rows
15. Site of second schoolhouse (1908-1915)
16. General Manager's residence, 1933-1960 21. Ascent of Big Bug Hill
17. Dr. Uriah Hannah's office, 1913-1943 23. Doctor's home, 1902-1943 24. Pocahontas Hospital / first E.P. Shaffer residence / Boarding House
18. Luke House / second E.P. Shafter residence / 'Clubhouse' (1933-1960) 26. Horse barn stone foundation 27. 'Aerial walkway' inexact replica 28. Site of S.B. Nethkin \& Co. ice plant 29. Company hay and grain barn (1919) 30. Company Store retail coal bins
19. Retail coal scale shed
20. East Cass "ogger's entertainment zone (a.k.a. Brooklyn, Hell's Acre) II. 'Big School House' (built 1915-16)
III. Slab Town company section - dwellings for subsidiary's extract plant, 1914-1925
Bohurk Hill - Once an enclave of Italian,
V. Bohunk Hint-once an enclive of about 17 privately-owned houses, one survives

Late, great shop (1923-72)

A.ove. The second Cass shop in 1965 at age 42
Belca Five days atter the May 23, 1972 fire


The first shop, built in 1901, was single-track and capable of servicing two locomotives simultaneously. It was reploced in early 1923 by a significantly larger grouping of connected structures. To CSRR-era railfans, overhead belt-driven machinery and four decades of clutfer made Shop No. 2 akin to a beloved old friend.
The major factor in replacing the 1901 shop was West Virginia Pulp \& Paper Co.'s ordering of No. 12, a monster Class C Shay ( 154 tons as built by Lima Locomotive Worksi. Apparently clearance prohibited access; it was Worksi. Apparently
too big to fit inside.
The 1922 blaze which leveled the band saw and planing mils significantly delayed completion of the new shop and foundry/pattern house complex. By the time work had resumed, the first of numerous tower skidders had been acquired; thus, as completed, the north bay's upper end sported a pair of 25 -foot doors to accommodate these steam-powered high-lead logging devices.
The ' 50 -year shop' was built of the same surplus World Wor I corrugated sheet metal from Fort Meade Marytand used for the 1920 mill boiler house as well as the hoy/grain storage facility (today's Cass Showcase).

## Ruins of the big Cass Mill



This 1971 view shows the south end of the huge mill complex with C\&O tracks in left foreground. The fooring storage bullding's surviving brick fire wall is visible First of the complex to go was the end of the planing mill (at right), which collapsed in 1974


Both photos by Philip Bogdon
Shown above is the 'short side' of the double bandsaw mill as it appeared 24 years ago. The carriage ran back and forth on its 'shotgun feed' (left foreground) with the band saw itself formerly situated in middle rame. Fire leveled the bandsaw mill in 1982; four years earlier the planing mill and flooring storage build-
ings went up in smoke.
hil Bagdon, CSRR State Park's Seasonal Historian and 32 -year veteran of the Cass Experience, had big fun while exploring and photographing the mill complex between 1974 and 1976. Looking back somewhat in horror, he is thankful not have 'bought the farm' by falling through a soft, rotted floor.

Statement of Policy Regarding The Equal Opportunity To Use Facilities and Participate In Programs It is the policy of the West Virginia Division of Natural Resources to provide its facilifies, occommodations, services and programs to all persons without regard to sex, race, color, age, religion, national origin, or disobility Proper licenses, registration and compliance with officia rules and regulations are the only sources of restrictions

The West Virginia Division of Natural Resources is an equal opportunity employer:

## Cass Shop \& More

Top Of The Morning Tour Behind-the-scenes Shop Tour P.M.

Locomotive repair and maintenance requirements of a steam railroad call for not only a well-equipped facility but also an experienced shop staff. The Cass Scenic Railroad is blessed with both. Throughout the year there is activity here: during the 'off season,' road crew personnel - conductors, engineers and firemen join the regular shop employees to comprise a 14-man work force.

With former Western Maryland No. 6 the last Shay built and second largest out-shopped by Lima Locomotive Works), finally out after over 30 months of heavy repair, work has just started on a replacement flue sheet for the oldest Cass Shay, No. 5 (built in 1905). Upcoming projects include a new boiler for Heisler No. 6; and 'from ground up' renovation of Climax No. 9.

Today's shop was placed into service during 1976, four years after fire destroyed the 1923 complex. The adjacent car shop was erected in 1973 to meet the interim repair needs.
There's more to the Top Of The Morning Tour and Behind-the-scenes Shop Tour, P.M. than just an interpretation of the shop: the saga of locomotive repair is part of a walking four which includes a look at the mill ruins and an array of motive power on the yard's dead line
Please refer to This Week At Cass - available in brochure form at the depot ticket office - for the park's schedule. All supplementary programs are offered free of charge.

Cass Scenic Railroad State Park
Cass, West Virginia
Version 30.9 .96


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Cass Scenic Railroad . . . Park programs for a different kind of West Virginia state park

## A grand heritage in a modern wrapper: The Cass Shops

Solety fers is procticed here: You are asked to watch your step and keep tabs on all small children!


> What's in the Shop

## The Dead Une

Todays dead line track came into expestence in
1973 with extension of te Today with extansion of the cooling sidianct The
upper end upper end of the orlininal yard track (now used
for parking excursion trains) was Mower tor parking excursion trains) was Mower
Lumber's dead line - where No. 12 (the largest Lumber's dead line - where No . 12 (the largest Shay ever to operate upon converrion with added truck and tender length), and No .13 (exprior to scrapping.
In order from the lower end of the siding are: Helsler No. 6 (c/n 1591, 1929). 90 tons's ong of the largest units out-shopped by Heisier of Erie, Pa.; originally served Bostonia Coal and Clay Products of New Bethlehem, Pa, then spent over 25 years in Greenbrier County as Meadown
Aiver Lumber No. 6 ; came here on its own River Lumber No. 6; came here on its own
power in 1966 and went into service during Beld power in 1966 and went into service during bald
Knob Inaugural Weekend (May 1968); out-otKnob Inaugural Weekend (May 1968); out-o
service since June 1995; needs a new boiler.
Shay No. 36. (c/n 2804, 1916). 70 tons ${ }^{\circ}$; built for an Alabama logging enterpise; spent about two decades in West Virginia - first with Raleigh Lumber Co. (Glen Morgan), then W.M. Ritter Lumber Co. (Oxiey and Maben); in 1942, moved by Ritter to New River, Tennessee where it later hauled coal as Brimstone R.R. No. 36; came here nine years ago; because of size and age, likely to remain on the dead line for some time. Cllmax No. 9 ( $\mathrm{s} / \mathrm{m} 1551,1919$ ). 70 tons ${ }^{\circ}$; buill by Climax Locomotive Works, Corry, Pa., for the Moore-Keppel Co. (Randolph County) and lasi used to pull coal on the Middle Fork R.A.; arrived here (1970) in ragged shape; a new boiler found in Canada combines with the shop force's long-running interest in tackling this prolect to make the future brighter than might be expected from its derelict appearance; if everything goes well, it may be on the road in 1998. Shay No. 7 (c/n 3131, 1920). 70 tons"; first used by Raine Lumber Co. at Cloverrick (Pocahontas county); in 1930, moved to the Raine family's
Cy Greenbrier County job - Meadow River Lumber Co.; came here on its own power in 1964 and entered service the next year, becau
er problem, hasn't run since 1970.
Baldwin Rod Loco No. 612 (c/n 69858, 1943). Built for the U.S. Army Transportation Corp and operated at Fort Eustis, Va as the 'Johnny D. Burruss' untill 1977; this 2.-8-0 Consolidation has never run here - until the 1986 nond wate as the water level route's future power.

- Factory designation. Engine weighed more in operating condition (coal, water, tools, etc.).

Chaffee Branch for only a few years; displayed in Baltimore at the B\&O Railroad Museum for over 25 years before coming here in 1980 (in a long-term trade for Shay No. 1 and Porter 0-4-OT No. 714); in 1981, operated for the first time in 28 years; used sparingly until service on the Cass-Durbin Run (1984-85); extensive shopping removed it from the roster for two full operating seasons; reassembled, Big 6 spent part of August on the upper shop track for final painting, then returned to the main repalr facility for lettering, and thus fired up for testing, then put back into service; it will run this fall, at least periodically, on the Cass-to-Whittaker turnarounds.

## Shopped Power

Shay No. 5 ( $\mathrm{c} / \mathrm{n} 1503,1905$ ). 80 tons*; came to Cass new for the Greenbrier \& Elk River, West Virginia Spruce Lumber Co.'s railroad out of Cass - the oldest and longest operating Shay here; its cylinders were cracked in 1958 while serving the mill's dry kiln plant as a steam source, thus was inoperable when the State acquired the railroad in 1962; after repair, It was put into service three years later; No. 5 is out of service this year for a flue sheet replacement; it will be back in service for the May Railfan Weekend.

## Active Power

Shay No. 2 (ón 3320, 1928). Pacific Coast Model - 96 tons*; wuperteated, the only PC built as a wood-burner, logic influanoed its conversion to oil before operation in British Columbla as Mayo Lbr. Co. No. 4; then Lake Logging Co.,
Ld. No. 5. Westem Forest Industries No. 5, and Railway Ldd. No. 5, Westem Forest Industries No. 5, and Railway Acplances Research (Vancouver Wharfs Ltd.) No.114; carme 1972, grates converted for coal burning in 1985.
Shay No. 4 (c/n 3189, 1922). 70 -tons*; originally Birch Valley Lumber Co., Tioga (Nicholas County). No. 5; involved in a runaway wrock which scalded four men to death in 1941; rebuit, then acquired two years later by Mower Lumber Co.;
it was not only the last loging Shay here, but also the first it was not only the last logging Shay here, but also the first road angine of the Cass Scenic R.R.; in 1993 a thorough Knop, No. 4 will likely serve as the reopening of track to Bald
Shay No ( 5 3a54, 1945) the pusher (helper) enger ed, the last and second largest Shay built: plans of 'Cass No. 12 - in its original, 154 ton ${ }^{\circ} 3$-truck form - were used as foundational design: pulled coal on the Western Maryland's

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The mow pagulac adsition to park program offerings. Whe Tip or foe Merting? Tou, atrords a visit to the tew avcet ang sead hing fereared. Since 1963, this lime oth day has been is tavorte among railfans. Rercminercame of the action, Heisler No. 6 steams and amsuas - it up back in 1971.


Now in its severth yeat, the Cass Town Walk's popuiarty continues to grow. This season's guide, Philip Bupson, was bitien by the Cass history bug back in 1305 on his second vist to the CSRR and has been deciphering myth from reality ever since; his grasp of the true history is both insightful and entertain\(i n g\). The tour is based on personal research, without relerence to previous town walk presentations.

Statement of Policy Regarding the Equal Opportunity
To Use Facilities and Participate In Programs
Tis the polioy of the Vest Virginic Division of Natural kesouns lo provide is foclities, accommodations, services and programs io ol peruns without regard to sex, roce,
tolos. age, religion national origin, or disability. Proper licenses regitration ond corrpionce with afficial rules and reguigions ore the only sources of restrictions for fadity use or progrom participation. The Weat Vrgiric Division of fidural Resources is an equal opportunity employer:

Whittaker Camp No. 1
Now at Whittaker Statlon


Winter Cheat Mountain log camp scene, about 1950


Dinner at a 'portable' Mower Lumber Company camp
Despite losing operation on the upper half of the Cass Hill to January's flood, a memorable ride awaits you on the CSRR - to Whittaker Station, site of the new Whittaker Camp No. 1 display. Rail equipment and structures representing various facets of West Virginia logging can now be is offered of camp cars and shanties, diesel loader, fourwheel \(\log\) train caboose and portable high-spar steam skidder. Whitfaker Camp No. 1 is an on-going project which has involved thousands of volunteer hours by the members of Mountain State Railroad \& Logging Historical Association, a non-profit organization based in Cass.


Where History Comes Alive!
This Week At Cass


Free Supplementary Programs Cass Scenic Railroad State Park September 23-29, 1996
ive!

Cass Scenic Railroad . . . Park programs for a different kind of West Virginia state park

\section*{Top Of The Morning Tour} \(\$ 200\) - Fri Sat, Sun
Meot at the dipot for this 75 -minute, 1 -mile walking hour. Wiear shoes that you don't mind getting wet. Athough the highlight elements of this walk are the repor shop and steam locomotives being prepared for senice, we begin by taking a look at the lumber mill an integral part of the bigger picture - once one of the state's most productive double bandsaw and planing mill facilties as 'second boat' to the logging operotion's primary charge of furnishing pulpwood. into the yard itself - using the ready track's in-steam power as examples - we pause to discuss Ephraim Shay's break-through design for logging locomotives. Moving anto the dead line, we look at a Heisler and a Cimax, then compare these geared designs with two Shays and a Baldwin rod engine.
After peeking inside the car shop, we enter a world of gearhead delight. No two days are the same in our main repair facility, where attention has turned to instaling a flue sheet in Shay 5. Affer watching some repairs, we inspect the machining bay

\section*{Behind-the-scenes Shop Tour, P.M.}

\section*{1:50 - Saturday}

Meet at the depot for this 55 -minute, 1 -mile walking four, which is simliar to the morning program Isee abovel, except we watch the 1:00 train pass on its return to Cass, then park The program concludes with ample time for those riding the \(3: 00\) train to board. The tour is limited to 20 park visitors, so please sign up at the depot ticket office.

Cass Town Walk
11:15-Saturday
1:15 - Fri, Sun - 2:15 - Sun 5:10* - Friday
Meet on the Cass Country Store steps for a 45-minute, half-mile swing through the old company town.
Cass was the headquarters and focus of one of the largest lumbering operations in the state. Learn about this isolated industrial town's history, view its prominent structures, and hear about what life was like here \(80+\) years ago during the boom period.
*These tours coincide with the Cass Showcase program's conclusion and are thus subject to a 5-10 minute delay whenever a train returns late; kindly wait for your guide on the Cass Country Store porch.

\section*{Log Trains, Woodhicks \& More}

6:50 - Saturday (Dinner Train at. Whittaker Station) On regular runs, there's a lot to be said about the loggers' lifestyle and timbering practices that can't be squeezed into the short presentation at the new raillogging display at Whittaker Station. To close out the Dinner Train season - and celebrate the rousing success of Whittaker Camp No. 1 (see back panell - Philip Bagdon presents an overview of logging railroads, then turns the program over to Keith Norman for a leisurely, full-length interpretive walk. Before boarding the train, there will be a question and answer period.

\section*{Greenbrier Siding Deadline Stroll} 2:50 - Saturday
Meet at the water tower, located up the tracks from the parking lot, for this 30 -minute, 1 -mile walk - a continuation of the Behind-the-scenes Locomotive Shop Tour, P.M. program.
We walk up the former Chesapeake \& Ohio Ry. Greenbrier Subdivision for a look at an array of non-logging rail equipment (including four firstgeneration diesel locomotives and a sleam wreck crane) that has sat on the old interchange/station siding for a decade. Along with some nice riverbank scenery are reminders of the Greenbrier's floodstage fury.

There will be no programs on days the train does not operate

\section*{Cass Interpretlve Programming}

West Virginia State Parks have traditionally offered exceptional programs by seasonal naturalists. The Cass Scenic Railroad and the old mill town - historic subjects that they are - call for a different spin. Philip Bagdon is CSRR State Parks Seasonal Historion A devotee of Cass history for over 30 years. Phil has contributed his extensive research to several publications and archives. In 1976, while interviewing old-limers associated with the bygone rail-logging era, he resided in Cass and served as a train commentator
 The latest park program offering is the Top Of The Morning Tour After visiting the repair shops, visitors have the opportunity to watch trains being pre pared. Since 1963, this time of day has been a tavorte among railfans. Representative of the action, former Meadow River Lumber Heisler No. 6 theams - and smokes - it up back in 1971.


Now in its seventh year, the Cass Town Walk's popNow in continues to grow This season's Wuide philip隹的ty continues to grow. This season's guide, Philip Bagdon, was bitten by the Cass history bug back in
1965 on his second visit to the CSRR and has been 1965 on his second visit to the CSRR and has been
deciphering myth from reality ever since; his grasp deciphering myth from reality ever since; his grasp ing. The tour is based on personal research, without relerence to previous town walk presentations.

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Rescurces to provide its forilies accommodations services Rescurces to provide its focilities, occommodations, services and programs to all persons without regard to sex, race. ciat, age, religion, national origin, or disability, Proper and regulations are the only sources of restrictions for Tadilty use or program participation
The Vest Virginia Division of Natural Resources is an equal opportunity employer:

\section*{Whittaker Camp No. 1}

\section*{New at Whittaker Station}


Above: Winter Cheat Mountain log camp scene, c. 1950 Below: Dinner at a Mower Lumber Company camp.


Despite losing operation on the upper half of the Cass Hill to January's flood (resumption of service to Bald Knob is expected in October), there is still a memorable ride awaiting you on the CSRR - to Whittaker Station, site of the new Whittaker Camp No. 1 display. Rail equipment and structures representing various facets of West Virginia logging can now be inspected during the 20 -minute stop. An interpreter leads tours Monday through Friday of the camp cars and shanties, diesel loader, 4 -wheel caboose and steam-powered Lidgerwood tower skidder. Whittaker Camp No. 1 is an on-going project which has involved thousands of volunteer hours by members of the Mountain State Railroad \& Logging Historical Association, a non-profit organization based in Cass.


\section*{This Week At Cass}


Free Supplementary Programs of Cass Scenic Rairroad State Park July 29 - August 4, 1996

\section*{}

Cass Scenic Railroad . . . Park programs for a different kind of West Virginia state park

\section*{Get behind the scenes with steam}

\section*{Explore an old lumber mill town}

\section*{Top of The Morning Tour}
\$:00 daly except Tues, Wed
Ment at athe dipout for this 70 -minute, 1 -mile walking kour ithar shoes that you don't mind getting wet fown morning dev:
feam about the Cass lumber mill, once one of the stres mast productive double bandsaw and planing sill focilises as second boat' to the logging operamill focilies as second boat to the logging operaContinuing to the yard, we watch Shays being preponed and discuss their fascinating design. Moving on to the dead line, we look at a Heisler and Climax locomotive, then compare these geared engines with two Shays and a rod engine.
Aher peoking inside the car shop, we enter a world of gearhead delight. No two days are the same inside our main repair facility.
Presently, 162 -ton monster Shay, "Big 6" lex-Western Maryiand is undergoing final assembly after heavy shopping. Besides pausing to watch the work on No. 6, we inspect original Cass Shay, No. 5, and the shop's machining bay.
Viewing the day's active CSRR power come to life and switch the yard rounds out the tour.
Behind-the-scenes Shop Tour, P.M.
1:45-Mon, Thurs

For those unable to 'early-bird-it' (see above), this 55 -minute walk is a repeat program, except there are no steamin', smokin'Shays. The tour is limited to 15 park visitors, so please sign up at the ticket office.

\section*{Cass Town Walk}

1:10*- Sun, Fri, Sat
3:10* - Saturday
5:05* - Sun, Mon, Thurs, Fri
Meet on the Cass Country Store steps for this entertaining 30-minute, half-mile swing through the old company town - built between 1902 and 1908
Cass was the headquarters and focus of one of the largest lumbering operations in the state. Learn about this isolated industrial town's history, view its prominent structures, and hear about what life was like here \(80+\) years ago. A tour brochure is provided for supplementary information about Old Cass and the park's on-going rennovation of the former company town.
* These tours coincide with the Cass Showcase program's conclusion and are thus subject to a 5-10 minute delay whenever a train returns late; kindly wait for your guide on the Cass Country Store porch.

\section*{Log Trains, Woodhicks \& More \\ 7:00 p.m. - Friday}

Meet on porch of the Cass Country Store for this 45-minute presentation concluding with a question and-answer time. Featured guest is Keith Norman, Whittaker Camp No. 1 's interpreter. Philip Bagdon opens the program with an overview of the onceimmense Cass rail-logging operation.
There's a lot to be said about the loggers' lifestyle and timbering practices that can't be squeezed into the short walk-through presentation at the new Whittaker Camp No. 1 display, so join us for the rest of the story.



South end of Uptown: Main Street, 1908

\section*{Senior Clitizens and Disabled Persons'} Van Tour
3:45* - Sunday and Saturday
For those unable to endure a half-mile walk, this 20 minute motoring version of the town tour is limited to 14 visitors. Reservations must be placed at the depot ticket office by 3:30. Departure is from the foot of the Cass Country Store steps.
* Please note that the CSRR State Park vehicle is not equipped with a handicap lift.

There will be no programs on Tuesday and Wednesday, July 30-31

\section*{Cass Interpretive Programming}

West Virginia Parks have traditionally offered exceptional programs by seasonal naturalists. The Cass Scenic Railroad and the old mill townhistoric subjects that they are - call for a different spin. Philip Bagdon is CSRR State Park's Seasonal Historian. A devotee of Cass history for over 30 years, Phil has contributed his extensive research to several publications and archives. In 1976, while interviewing old-timers associated with the logging and railroad ero, he resided in Cass and served as a CSRR train commentator
Whittaker Camp No. i's reproductions of skilled workers shanties provide a glimpse into a bygone era. Here, a group of eight original and sid train (top left) in 1946 on the head of Shavers Fork.
(eft) in West Virginia and Regional History Collection West Virginia and Regionaia University Library
Structures utilized during both eras of Cassrelated logging camps (stationary and moveable), woods camp shanties served a variety of uses. Originally, 2-story structures housed the wood crews, while small shanties - like those above - housed skilled workers.
Introduction of camp trains ended the use of bunk houses, but the use of small shanties to house skilled workers - such as the filer (who kept the saws and axes sharp) - continued until the mill's closure in June 1960.

\section*{References}
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\section*{Aerial Log Skidding}


With tower standing 96 feet above its base, Meadow River No. 1 was the largest 'portable high steel spar skid der' to operate in the East. Here, it is working a set north east of Anjean in June 1956. To the rear is a lowside coal tender and the diesel log loader (now also Whittaker Camp No. 1) - which is spotted for resupply. Photo by Wally Johnson, MSR\&LHA 1993 Calendar

Introduced on the Cass logging job by West Virginia Pulp and Paper Co., 'portable high steel spar' (tower) skidders initially reached timber that was inaccessible to horse teams due to terrain and/or distance. Five second-hand steam skidders were acquired between 1922 and 1928. Skidding became the primary means of moving logs to rail loading sites after Mower Lumber acquired the operation in 1942. The final 'skidder set' was located at Old Spruce, after depleting timber atop Bald Knob in June 1960.
Tower skidders were used by several of the larger West Virginia rail-logging enterprises. Although all remaining 'Cass skidders' were scrapped in late 1960 and early 1961, the State Park is blessed with a truly beefy example - built by Meadow River Lumber from beefy example - buill by Meaded by that company's stock parts' in 1944 and donatia Corporation, in 1972.


In a Cass-related skidder diagram, a trip of logs' is en route to the railroad landing from the tail tree. Meadow River No. 1 , the display's skidder, was capable of bringing in logs at a minimum of 50 feet off the ground from up to 3,000 feet away.

From Logging South Cheat: The History of the Snowshoe Lands by George Deike

\section*{Whittaker Camp No. 1}


After serving for 32 years in the woods of Greenbrier County, this Meadow River Lumber Co. diesel log loader - shown here with the job's Shay No. 5 near Anjean, c. 1955 - is now one of six pieces of rail-logging equipment at CSRR's Whittaker Camp No. 1.

Photo by Bernard J. Kern, MSRLHA 1993 Calendar
Whittaker Camp No.1, new for 1996, compliments your memorable steam-powered ride over a former logging railroad with a glimpse into the heart of the matter - the high-volume timbering which spawned the immense rail operation (at its peak more than 130 miles of mainline and woods spur track).
This display offers not only a look at rail-logging equipment, but also relates the routine workaday lives of those stalwart men who labored in the woods and thus made West Virginia's turnultuous lumbering era possible.
An interpretive commentary is offered five days a week; at other times, CSRR passengers are invited to explore Camp No. 1 independently via interpretive signs which offer an overview of life in the woods and techniques for bringing in saw logs.

\section*{Cass Scenic Railroad State Park} Cass, West Virginia

The Iatter-ara camp trains


Ninnh censticing are exemplifed by this scene, c. 1950.
Phese by Bisce Crickart. George Deike Collection
in PM5 ater more than 40 years of occupying twostory bunkhouse quarters, rugged woodhicks' working on the Cass job found themselves adapting to a new fyrm of accommodations. Soon after Mower Lumber Company bought out the Cass operation, fiud Weber - the new general manager - instituted camp trains to cut expenses. Weber came from Meodow River Lumber Company, based in Rainelle, Greenbrier County, where this housing practice had been instiuted in the early 1930s.
The Cass shop commenced work on the camp sets in late 1944, a tolal of 17 cars were constructed from logging flotcars. Mower camp trains consisted of 3-io-4 bunk cars, alobby car, dining car and kitchen car. Between 1945 and 1958, there were two camps in opergtion: then, for the last two years of rail-logging, there remained one moveable grouping.
The last ariginal camp car, No. 419, now a combined lobby/bunk rendering, is joined by a facsimile created in 1980 displayed as a combined kitchen/dining car.


Phil Bogdon Collection

\section*{In brief: The Whittaker Camp No. 1 Display}


Whittaker Comp No. 1 is on besides grants and wenerous private financial support has involved thousands of volunteer hours by members of the Cass-bosed Mountoin State Railroad \& Logging Historical Association.

Interpretive services are provided in affiliation with the West Virginia University Department of History's Public History Program.
For information about Mountain State Railroad \& Logging Historical Assoc., please write P.O. Box 89. Cass, WV 24927

\section*{Rail Equipment Roster}

Kitchen/Dining Car (4). Built from one of the remaining Cass logging flatcars, this is an adaptation of the kitchen and dining cars of Mower Lumber Co. camp trains.
Camp Car No. 419 (5). A former West Virginia Pulp \& Paper Co. logging flat fabricated into a bunk car by Mower Lumber Co.'s Cass shop in early 1945, No. 419 was part of the last camp train in 1960. Its side door was added in 1969 while serving as CSRR's 'sand house.'
Diesel Log Loader (6a). Built in 1939 by Meadow River Lumber Co.'s shop in Rainelle, this large, powerful 'long tree' device was active until 1970; it came to Cass in 1972
Skeleton Steel Log Car (6b). One of 24 such cars donated to CSRR in 1972, Meadow River Lumber 'B-12' now carries the log loader. Many of the current excursion cars were builf from these MRLbrCo steel skeleton log cars.
Standard Steel Logging Flatcar (7). This 40 -foot flat, used by Elk River Coal \& Lumber and its successors, was one of several cars donated by Georgia-Pacific Corp, in 1967. For about two decades it served as a Bald Knob all-weather car before being retired due to a bad axle.

Four-wheel Caboose (8). This 'bobber' rode the rear of log trains out of Swandale (Clay County), where its last owner, Georgia-Pacific Corp., was preceded by W.M. Ritter Lumber and Elk River Coal \& Lumber companies, Built in the 1880s and believed to be of Coal \& Coke or Baltimore \& Ohio ancestry, it was donated in 1964.
Lidgerwood Skidder (9). Home-built by the Rainelle shop from Lidgerwood parts in 1944, Meadow River Lumber Co. No. 1's service ended when it failed boiler inspection in 1966; it came to Cass six years later. Double-heading Shays brought the Lidgerwood to Whittaker in 1993; considerable work remains, including raising the tower.
Skidder Tender (10). A representative coal-supply car for the skidder is slated to be installed here in the near future.
Wood Logging Flatcar. There were over 200 of these \(40-\) foot flats used at Cass by West Virginia Pulp \& Paper during the lumbering heyday. Part of the original CSRR excursion train and the only extant 'native' log car, it is currently spotted on the old company store siding lead in Cass awaiting restoration by MSR\&LHA volunteers.


Above: The second Cass shop in 1966 at age 43 Below: Days after the fire of May 23, 1972


The first shop - built in 1901 - was single-track and capable of servicing two locomotives simultaneously. It was replaced in early 1923 by a significantly-larger set of connected structures. To CSRR-era railfans, Shop No. 2 was akin to a time machine in terms of its overhead belt-driven machinery.
A major factor in replacing the 1901 shop was West Virginia Pulp \& Paper's Co.'s ordering of a monster Class C Shay (154 tons as built by Lima Locomotive Works - rostered as No. 12); apparently clearance restrictions prohibited access. It was too big to fit.
It is certain that the 1922 blaze, which leveled the band saw and planing mills, significantly delayed completion of the new shop and foundry/pattern house complex. By the time work resumed, the first of numerous tower skidders had been acquired; thus, as completed, the north bay's upper end sported a pair of huge doors to accommodate these tall steampowered logging devices.
The ' 50 -year shop' was built of the same surplus World War I corrugated sheet metal from Fort Meade, Md. used for the 1921 mill boiler house and a new hay/grain storage facility (foday's Cass Showcase).

\section*{Ruins of the big Cass Mill}


This 1971 view shows the south end of the huge mill complex with C\&O tracks in left foreground. The flooring storage building's surviving brick fire wall is visible on the right side of the structure closest to the tracks. First of the complex to go was the end of the planing mill (at right), which collapsed in 1974.


Both photos on this page: Philip Bagdon Shown above is the 'long side' of the double bandsaw mill as it appeared 24 years ago. The carriage ran back and forth on its 'shotgun feed' (left foreground), with the band saw itself formerly situated in middle frame. Fire leveled the bandsaw mill in 1982; four years earlier the planing mill and flooring storage buildings went up in smoke.
Phil Bagdon, CSRR State Park's Seasonal Historian and 32-year veteran of the Cass Experience, had big fun while exploring and photographing the mill complex between 1974 and 1976. Looking back somewhat in horror, he is thankful not have 'bought the farm' by falling through a soft, rotted floor.

Statement of Policy Regarding The Equal Opportunity To Use Facilities and Participate In Programs It is the policy of the West Virginia Division of Natural It is the policy of the West Virginia Division of Natiora
Resources to provide its facilities, accommodations, Resources to provide its facilities, accommodations,
services and programs to all persons without regard to sex, race, color, age, religion, national origin, or disability Proper licenses, registration and compliance with official rules and regulations are the only sources of restrictions
for facility use or program participation.
The West Virginia Division of Natural Resources is an equal opportunity employer."

\section*{Cass Shop \& More}

\section*{Top Of The Morning Tour Behind-the-scenes Shop Tour P.M.}

Locomotive repair and maintenance requirements for a steam railroad call for not only a wellequipped facility but also an experienced shop staff. The Cass Scenic Railroad is blessed with both.
Throughout the year there is activity here: during the off season, road crew personnel - conductors, engineers and firemen - join the regular shop employees to comprise a 14 -man work force.
Presently, former Western Maryland No. 6 ICSRR's Big Six), the last Shay built and second largest outshopped by Lima Locomotive Works of Lima, Ohio, is undergoing final reassembly.
Upcoming projects include: a replacement flue sheet for original Cass Shay No. 5 (built in 1905 and currently on Shop Track No. 2); oil-to-coal grate conversion of ex-Feather River Shay No. 3 (purchase agreement was recently announced, shipment from California pendingl; a new boiler for Heisler No. 6; and top-to-bottom renovation of exMoore Keppel Lumber Co. Climax No. 6.
Today's shop was placed into service during 1976, four years after fire destroyed the 1923 complex. The adjacent car shop was erected in 1973 to meet the interim repair needs.
There's more to the Top of the Morning Tour and Behind-the-scenes Shop Tour, P.M. than an interpretation of the shop: the saga of locomotive repair is part of a walking tour which includes a look at the mill ruins and an array of motive power and rolling stock on the yard's dead line.
Please refer to This Week At Cass (available in brochure form at the depot ticket officel for the five-day-a-week schedule. All supplementary programs are offered free of charge.

Cass Scenic Railroad State Park
Cass, West Virginia

Cass Scenic Railroad ... Park programs for a different kind of West Virginia state park

\section*{A grand heritage in a modern wrapper: The Cass Shops}

Solety first is practiced here: You are asked to watch your step and keep tabs on all small children!


\section*{Active Power}

Shay No. 2 (on 3320, 1928). Lima Pacific Coast model-96 tons*' superheated; the only PC built as a wood-burner; logic influenced its conversion to oil before operation in British Columbia as Mayo Lbr. Co. No. 4; then Lake Logging Co., Ltd. No. 5, Western Forest Industries No. 5, and Railway Appliances Research (Vancouver Wharfs Ltd.) No.114; came to Cass in 1970 and made its operational debut at Railfan Weekend 1972; grates converted for coal in 1985.

Shay No. 4 (c/n 3189, 1922). 70-tons*; originally Birch Valley Lbr. Co., Tioga (Nicholas County), No. 5; involved in a runaway which killed four; came to Cass in 1943 as Mower Lbr. Co. No. 4 and was not only the last logging Shay but also the first road engine of the Cass Scenic R.R.; in 1993 a thorough shopping was completed; with the track to Bald Knob expected to reopened in October, No. 4 will serve as the pusher (helper) engine.

\section*{Shopped Power}

Shay No. 6 (c/n 3354, 1945). Lima class 150-3, superheated; the last and second largest Shay built; plans of 'Cass No. \(12^{\prime}\) - in its original, 154 -ton* 3 -truck form - were used as foundational design; pulled coal on the Western Maryland's Chaffee Branch for only a few years; displayed in Baltimore at the B\&O Railroad Museum for over 25 years before coming here in 1980 (in a long-term trade for Shay No. 1 and Porter 0-4-0T No. 714); in 1981, operated for the first time in 28 years; used sparingly until service on the Cass-Durbin Run (1984-85); extensive shopping has removed it from the
roster for two full operating seasons; due back on the road, working the Cass-Whittaker turnarounds, in September. Shay No. 5 (c/n 1503, 1905). 80 tons*; came to Cass new for the Greenbrier \& Elk River R.R., W.Va. Spruce Lbr. Co.'s railroad out of Cass - the oldest and longest operating Shay here; its cylinders were cracked in 1958 while serving the Cass mill's dry kiln plant as a steam source, thus was inoperable when the State acquired the railroad in 1962; after repair, it was placed in service during 1965; flue sheets are due for replacement during the upcoming off-season.
- Factory designation. Engine weighed more in operating condition (coal, water, tools, etc.).

Camp Shanty Display

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Wiest Wrgenia and Rggional Hstory Collection
West Virgina University Library
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\section*{References}

Further investigation of Cass rail-logging and West Vrginia lumbering in general is available via the following publications on sale at outlets adjacent to the CSAR depot

On Beyond Leatherbark: The Cass Saga by Roy E. Clarkson; McClain Publishing Co., Parsons; 2nd printing, 1994
Logging South Cheat The History of the Snowshoe Lands by George Deike, Cass; 2nd printing, 1993
West Virginia Logging Railroads by Bill Warden; TLC Publishing Co., Lynchburg, Va., 1993
Tumult On The Mountains: Lumbering in West Virginia, 1770.1920 by Roy B, Clarkson; McClain Publishing Co., Parsons; 9th printing, 1992 The Log Train. Mountain State Railroad \& Logging Historical Association's quarterly journal has published a vast array of material for over 12 years. Back issues are handled by Country Craft Junction.

High-line Aerial Skidding


With tower standing 96 feet above its base, Meadow River No. 1 was the largest 'portable high steel spar skid der' to operate in the East. Here, it is working a set northeast of Anjean in June 1956, To the rear is a 'lowside' coal tender and the company's diesel log loader - which is spotted for fuel resupply.

Photo by Wally Johnson, MSR\&LHA 1993 Calendar
Introduced on the Cass logging job by West Virginia Pulp and Paper Co., 'portable high steel spar' (tower) skidders initially reached timber that was inaccessible to horse teams (due to terrain and/or distance). Five second-hand steam skidders were acquired by WVP\&PCo between 1922 and 1928. Skidding became the primary means of moving logs to rail loading sites after Mower Lumber acquired the operation in 1942. The final 'set' was located at Old Spruce, after depleting timber atop Bald Knob in June 1960.
Tower skidders were used by several of the larger West Virginia rail-logging enterprises. Although all remaining 'Cass skidders' were scrapped in late 1960 and early 1961, the State Park is blessed with a truly beefy example - built by Meadow River Lumber from 'stock parts' in 1944 and donated by that company's successor, Georgia-Pacific Corporation, in 1972.


In a Cass-related skidder diagram, a 'trip of logs' is en route to the railroad landing from the tail tree. Meadow River No. 1, the display's skidder, was capable of bringing in logs at a minimum of 50 feet off the ground from up to 3,000 feet away.

From Logging South Cheat: The History of the Snowshoe Lands by George Deike

\section*{Cass: Where History Comes Alive! Whittaker Camp No. 1}


After serving for 32 years in the woods of Greenbrier County, this Meadow River Lumber Co. diesel \(\log\) oader - shown here with the job's Shay No. 5 neai Anjean, c. 1955 - is now one of six pieces of rail-logging equipment at CSRR's Whittaker Camp No. 1.

Photo by Bernard J. Kern, MSRLHA 1993 Calendar
Whittaker Camp No.1, new for 1996, compliments your memorable steam-powered ride over a former logging railroad with a glimpse into the heart of the matter - the high-volume timbering which spawned the once-immense rail operation (at its peak more than 130 miles of mainline and woods spur track).
This display offers not only a look at rail-logging equipment, but also relates the routine workaday lives of those stalwart men who labored in the woods and thus made West Virginia's tumultuous lumbering era possible. An interpretive commentary is offered five days a week; at other times, CSRR passengers are invited to explore Camp No. 1 independently via interpretive signs which offer an overview of life in the woods and techniques for bringing in saw logs.

Cass Scenic Railroad State Park Cass, West Virginia

Celebrating the 59-year lumbering heritage of the Cass Scenic Railroad, 1901-1960

The lattor-ara camp trains


Harsh condicoss are exemplified by this scene, c. 1950. Phots by Bruce Crickard. George Deike Collection
in 1945, oter more than 40 years of occupying twostory bunchouse quarters, rugged 'woodhicks' working on the Cass job found themselves adapting to a new form of accommodations. Soon after Mower Uumber Company bought out the Cass operation, fred Weber - the new general manager - instituted camp trains to cut expenses. Weber came from Meodow Rver Lumber Company, based in Rainelle, Greenbrier County, where this housing practice had been instituted in the early 1930s.
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The last original camp car, No. 419, now a combined lobby/bunk rendering, joins a facsimile created in 1980 and displayed as a combined kitchen/dining car.


Evening mealfime at a Mower camp, c. 1948.
Phil Bogdon Collection

In brief: The Whittaker Camp No. 1 Display


> Whittaker Comp No. 1 is an on-going propect which privale financial support has involved thousands of volunteer hours by members of the Cass-based Mountain State Railroad \& Logging Historical Association.

> Interpretive services are provided in affiliation with the West Virginia University Department of History's Public History Program

> For information about Mountain State Railroad \& Logging Historical Assoc please write P.O. Box 89 Cass, WV 24927.

\section*{Rail Equipment Roster}

Kitchen/Dining Car (4), Built from one of the remaining Cass logging flatcars, this is an adaptation of the kitchen and dining cars of Mower Lumber Co. camp trains.
Camp Car No. 419 (5). A former West Virginia Pulp \& Paper Co. logging flat fabricated into a bunk car by Mower Lumber Co.'s Cass shop in early 1945, No. 419 was part of the last camp train in 1960. Its side door was added in 1969 while serving as CSRR's 'sand house.'
Diesel Log Loader (6a). Built in 1939 by Meadow River Lumber Co.'s shop in Rainelle, this large, powerful 'long tree' device was active until 1970; it came to Cass in 1972.

Skeleton Steel Log Car (6b). One of 24 such cars donated to CSRR in 1972, Meadow River Lumber 'B-12' now carries the log loader. Many of the current excursion cars were built from these MRLbrCo steel skeleton log cars.
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Skidder Tender (10). A representative coal-supply car for the skidder is slated to be installed here in the near future
Wood Logging Flatcar. There were over 200 of these \(40-\) foot flats used at Cass by West Virginia Pulp \& Paper during the lumbering heyday. Part of the original CSRR excursion train and the only extant 'native' log car, it is currently spotted on the old company store siding lead in Cass awaiting restoration by MSR\&LHA volunteers.
frams

\section*{The Dead Line}

Today's dead line track came into existence in 1973 when the coaling siding was extended. The upper end of the track now used for


Phow br Malo bogdon The lanest pack program offering is the Top Of The Moming Tour Aher vaiting the repair shops, visitors Towe the coocinity to watch trains being pre fured Since 1983 , this time of day has been a antrite among raitans Representat Heisler No. 6 acton, locmer Meadow River bark in 1971.
 Now in its seventh year, the Cass Town Walk's popJlarty cortinues to grow. This seasor's guide, Philip Bagdon, was bitten by the Cass history bug back in 1965 on his second visit to the CSRR and has been deciphering myth from reality ever since; his grasp di the 'true history' is both insightful and entertaining. The tour is based on personal research, without reference to previous town walk presentations.

Statement of Policy Regarding the Equal Opportunity To Use Facilities and Participate In Programs
II is the polloy of the West Virginia Division of Natural Resources to provide ifs faclities, occommodations, services and progroms bo ol persons without regard to sex, race, color, age, religion, national origin, or disobility. Proper licenses, registration and compliance with official rules and regulations ore the only sources of restrictions for fodity use or program participation
The Viest Virginio Division of Natural Resources is an equal opporlunity employer.

\section*{Whittaker Camp No. 1}

\section*{New at Whittaker Station}


Above: Winter Cheat Mountain log camp scene, c. 1950 Abolow: Dinner at a Mower Lumber Company camp.


Despite losing operation on the upper half of the Cass Hill to January's flood Iresumption of service to Bald Knob is expected in October), there is still a memorable ride awaiting you on the CSRR - to Whittaker Station, site of he new Whittaker Camp No. 1 display. Rail equipment and structures representing various facets of West Virginia ogging can now be inspected during the 20 -minute stop. An interpreter leads tours Monday through Friday of the camp cars and shanties, diesel loader, 4 -wheel caboose and steam-powered Lidgerwood tower skidder. Whittaker Camp No. 1 is an on-going project which has involved thousands of volunteer hours by members of the Mountain State Railroad and Logging Historical Association, a non-profit organization based in Cass


\section*{This Week At Cass}


Free Supplementary Programs of Cass Scenic Railroad State Park August 5-11, 1996

\section*{Get behind the scenes with steam}

Explore an old lumber mill town

\section*{Top Of The Morning Tour}
eap daily excopt Thess, Wed
Moot at the dignot for this ro-minute, f-mile walking our ithar shoes that you dor't mind getting wet taim morning dew:
team about the Cass lumber mill, once one of the state's mast productive double bandsaw and planing mill focllies as second boat' to the logging operafions primary charge of fumishing spruce pulpwood Continuing to the yord, we watch Shays being prepored and discuss their fascinating design. Moving on to the dead line, we look at a Heisler and Climax locomotive, then compare these geared engines whth two Shays and a rod engine.
Ather peaking inside the car shop, we enter a world of gearhead delight. No two days are the same inside our main repair facility.
Presently, 162 -ton monster Shay. "Big 6" (ex-Western Maryiand is undergoing final assembly affer heavy shopping. Besides pausing to watch the work on No. - 6. we inspect original 1905 Cass Shay, No. 5, and the shop's machining bay.
Viewing the day's active power come to life and switch the yard rounds out the four.

\section*{Behind-the-scenes Shop Tour, P.M.}

1:45-Mon, Thurs
For those unable to 'early-bird-it' (see above), this 55 -minute walk is a repeat program, except there are no steamin', smokin' Shays. The tour is limited to 15 park visitors, so please sign up at the ticket office.

Cass Town Walk
1:10*- Sun, Fri, Sat 3:10* - Saturday 5:05** Mon, Thurs, Fri, Sun Meet on the Cass Country Store steps 30 -minute, halfmile swing through the old company town built between 1902 and 1908.
Cass was the headquarters and focus of one of the largest lumbering operations in the state. Learn about this isolated industrial town's history, view its prominent structures, and hear about what life was like here \(80+\) years ago. A tour brochure is provided for supplementary information about Old Cass and the park's on-going rennovation of the former company town, placed in 1981 on the National Registry of Historical Places.
* These tours coincide with the Cass Showcase program's conclusion and are thus subject to a 5-10 minute delay whenever a train returns late; kindly wait for your guide on the Cass Country Store porch.


Every-other Saturday this season, long out of service Shay No. 7 is back in steam - at least on screen in the Cass Scenic Railroad Early Years slide show. (P. Bagdon photo, 1968)

\section*{Cass Scenic Railroad Early Years}

7:30 p.m. -Saturday
Meet in the Cass Community Center (Front Street) for this 60 -minute slideshow featuring 1964-69 period images by the late Vincent Bagdon; other views, narration by Phil Bagdon.
Celebrating long-gone views which made the CSRR so special during its first decade, this program investigates a rather unsung aspect of rail-related history. Journey back to the 1964-75 period and see the original equipment, old shop, intact mill, Shay

No.7, Mower Lumber camp train cars, and more.

There will be no programs on Tuesday and Wednesday, August 6-7

\section*{Cass Interpretive Programming}

West Virginia Parks have traditionally offered exceptional programs by seasonal naturalists. The Cass Scenic Railroad and the old mill town - historic subjects that they are - call for a different spin. Philip Bagdon is CSRR State Park's Seasonal Historian. A devotee of Cass history for over 30 years, Phil has contributed his extensive research to several publications and archives. In 1976, while interviewing old-timers associated with the logging and railroad era, he resided in Cass and served as a CSRR train commentator.
?

At the fime of this 'company photo' in 1923, the second Cass umber mill idecidedly highlech for is eral had just been completed and was operating 11 hours doily except Sunday.

This pholo and lop right from logging South Cheat the Ifistary of the snowstoe lands by George Deike



Whittaker Camp No. 1
Now at Whittaker Station


Winter Cheat Mountain log camp scene, about 1950


Despite losing operation on the upper half of the Cass Hill - January's flood (resumption of service to Bald Knob is expected in October), a memorable ride awaits you on the CSRR - to Whittaker Station, site of the new Whittaker Camp No. 1 display. Rail equipment and structures representing various facets of West Virginia logging can now be inspected during the 20 -minute stop. Monday through Friday, an interpretive tour is offered of camp cars and shanties, diesel loader, 4 -wheel log train caboose and portable high-spar steam skidder. Whittaker Camp No. 1 is an on-going project which has involved thousands of volunteer hours by the members of Mountain State Railroad \& Logging Historical Association, a non-profit organization based in Cass.

Diesel log loader at work near Anjean Greenbrier County, in 1955 for the Meadow River Lumber Co.
Photo by Bernard Kern Couttesy Eric Mundy ourtesy Eric Mundy, 1903 Calendar 1993 Calendar


\section*{This Week At Cass}


Free Supplementary Programs Cass Scenic Railroad State Park August 19-25, 1996

\section*{Get behind the scenos with steam}

Top of The Morning Tour
gala dall awnor Timesdry and Wednesciay
Aloet ar the dopot tor this TS-minute. f-mile walking tow ither shows that your don't mind getting wet form mevning den
eon about the Cass lumber mill, once one of the enan: mat prodictive double bandsaw and planing ail focilies as second boar to the logging operainy primary charge of fumishing spruce pulpwood. continuig to the yard, we watch Shays being prepowd and dscuss their fascinating design. Moving poret dead line we look at a Heisler and Climax anto the deadine welare these geared engines wocmotive then Shays and a \(2-8-0\) rod engine
Ater peoking inside the car shop, we enter a world d georhead delight No two days are the same rside our main repair focility.
Presentix, 162 -ton monster Shay, "Big 6" lex-Western Maryand is undergoing final assembly after a two-por-long heovy shopping. Besides pausing to watch the work on No 6 we inspect original 1905 Cass Shay, No. 5 , and the rather fascinating machining bay. Viewing the day's active power come to life and switch the yard rounds out the tour.

\section*{Behind-the-scenes Shop Tour, P.M.}

\author{
1:50 - Monday and Saturday
}
for those unable to 'early-bird-it' (see above), this 55 -minute walk is a repeat program, except there are no steamin', smokin' Shays. The tour is limited to 15 park visitors, so please sign up at the ticket office.

\section*{Cass Town Walk}

1:15*- Wed, Thur, Fri, Sun 4-10-Saturday 5:10*- Mon, Wed, Thurs, Sun Meet on the Cass Country Store steps for a 40 -minute, half-mile swing through the old company town.

Cass was the headquarters and focus of one of the larges umbering operations in the state. Learn about this isolated industrial town's history view its prominent structures, and hear about what life was like here \(80+\) years ago during the boom period. -These tours coincide with the Cass Showcase program's conclusion and are thus subject to a 5-10 minute delay whenever a train returns late; kindly wait for your guide on the Cass Country Store porch.


\section*{About the cover}

This gorgeous piece of art appeared for four years as the cover of the park's brochure, beginning in 1964 Technically accurate to the point of intriguing hardcore gearheads, if depicts the front end business side of Shay No. 5, one of the three surviving original locomotives to work here and the oldest (built for West Virginia Spruce Lumber Co.'s Greenbrier \& Elk Railroad in 1905)


South end of Uptown: Main Street, 1908

\section*{Cass Scenic Railroad Early Years}

\section*{7:00 -Saturday}

Meet in the Cass Community Center (on Front Street) for this 60-minute slide presentation featuring images by the late Vincent Bagdon; other views and narration by Phil Bagdon.
Celebrating long-gone views which made the CSRR so special during its first decade, this program investigates a rather unsung aspect of rail-related history. Journey back to the 1964-75 period and see the original equipment, old shop, intact mill, Shay No. 7, Mower Lumber camp train cars, and more.

There will be no programs on Tuesday and Wednesday, August 20-21

\section*{Cass Interpretive Programming}

West Virginia State Parks have traditionally offered exceptional programs by seasonal naturalists. The Cass Scenic Railroad and the old mill town - historic subjects that they are - call for a different spin. Philip Bagdon is CSRR State Park's Seasona Historian. A devotee of Cass history for over 30 years, Phil has contributed his extensive research to several publications and archives. In 1976, while interviewing old-timers associated with the logging and railroad era, he resided in Cass and served as a CSRR train commentator

At the time of this 1923 'compdoy photo,' the second lumber mill complex (decidedly highech for its eral had just been completed and was operating Il hours daily except Sunday.

This photo and top right from logging south Cheot The History of the Snowshoe lands by Gexrge Deike



\section*{ anintar Cow}

\section*{Cars it Te inhmek Garp Nor \(t\) Display} Mowe Canp Cor Ne. 412. A Mictlefown wood, truss nas tition ampuind ty Whes Strighia Pups 8 Paper Co or by halt swive around targ) taboccated into a bunk tiv iy Mow lumber's shop in early 1945. No. 419 was put of the lat camp train in 1960 . its side door was matint in topet anle swing as CSAR's 'sand house.'
Fabitatad Campe Train Cor. Mower log flat No. 110 which asilict the Amencan log loader for several years *epirring in t370 was used for this rendering, built in tep eary theor for the original camp train display.
Sexipton Steel Log Car. One of 24 such cars donated is CSAP in 1972 , Meadow River Lumber 'B-12' now aneve the Diesel log loader at Whittaker Camp No. 1.
as-foot Sveel Flatcar. Reportedly acquired C. 1957 by Sufsio Creek \(s\) Gauley R.A. from Cherry River Boom S Lumber was one of several cars donated by Pittston Coal Ca. in 1970 . For almost 20 years it served as a dosad plattorm excursion car before being retired indtead of convertion of wheels to roller bearing.

Four-wheel Caboose. Buil in the 1880s and believed lo se of Coal 5 Coke or Baltimore \& Ohio ancestry, this bobber' mode the rear of log trains out of Swandale Clay County) for Ek River Coal \& Lumber and suces sors - WM Ritter Lumber and Georgia-Pacific Corp Donated in 1964 by G-P. Used on railfan charters for several years, originally rostered as No. 8 .

Diesel Log Loader. Built by Meadow River Lumber Co's thog in 1939. This beety 'long tree' device was active untl 1970; it came to Cass in 1972.

Lidgerwood Sikidder. Homebuilt from Lidgerwood parts by Meadow River Lumber Co. in 1944. Its service ended when it falled boiler inspection in 1966; it came 10 Cass sx years later. Double-heading Shays brought the Lidgerwood to Whittaker in 1993.

Sources other than personal research: Anie Bardey, George Deike, Danny Seldomridge, Bud Cossel, John Cassell, Red McMillion Darren Seldomridge, Wayne Cassell, Rex Cassell Richard Sparks, John Killoran, George Fizer


Ex-Mower
umber Co Lumber Co
kitchen car kitchon ca
No. 417 on No, upper shop lead,
August 1968. August 1968 .

Cars Dismantled or Destroyed (continued from inside)

Mower Lumber log flats (2). No. 127 and another car (number unknown) were dismantled in 1970.
Wood Comblne. Buffalo Creek \& Gauley X-15 (kitchen and dining car for worktrains); donated by Pittston Coal Co, in 1967; elegant 1880 s-era car which lost its roof and rotted down; remains of the car (partially burned) sit on the upper end of the Greenbrier dead line.
Steel Combine. Buffalo Creek \& Gauley X-16; formerly Pennsylvania \& Reading Seashore Lines; porthole windows and open vestibule; acquired 1970; scrapped 1973
Steel Baggage Car. Buffalo Creek \& Gauley X-17; same origins/style as X-16; acquired 1970, scrapped 1973.
50-ton A.A.R. Steel Hopper. Buffalo Creek \& Gauley acquired 1970, scrapped 1972.
Worktrain water car. B\&O X-1023, a steam tender mounted on a 40-foot steel flat; arrived 1966, scrapped 1972.
Steel Gondola. Chesapeake \& Ohio No. 29264 (ex-Hocking Valley); acquired in 1970, scrapped in 1972.

\section*{Cars Disposed To Other Railroads}

Steel combine. Baltimore \& Ohio branchline model; last used in worktrain service as car X-4072; acquired in 1967 (brought back from Strawberry Festival in Buckhannon); conveyed to the Hocking Valley Scenic R.R. in 1972.
Hospital Cars. An undetermined number of these U.S. Army cars (12?), previously used on the Greenbrier River excursions from Cass to Ronceverte, were brought in by the local freight in 1976 and stored on the C\&O siding above the water tower (today's Greenbrier deadline spur); removed prior to the C\&O's closure in 1978
Mystery C\&O Coaches. (3) Donated possibly as early as 1962 for use on the excursion railroad (they would not take the curves but they were free!); branchline-style coaches, not heavy weight; disposed during 1965.

\section*{Cass Scenic Railroad \\ Equipment Roster (All-time)}
by Philip Bagdon
Seasonal Historian, 1996 Cass Scenic Railroad State Park


All photos by Philip V. Bagdon Open Platform No. 5 was one of eight first-generation excur. sion cars built from Mower Lumber flats; here in August 1968, it's part of the Bald Knob consist.

\section*{Excursion Car Fleet}
(There are 15 available excursion cars in 1996)
No. 1. Standard Closed Platiorm. Converted from one of the four Swandale logging flats in 1970 into Bald Knob 'cinder car (originally No. 12); received a roof in 1993.
Nos. 2-4. Bald Knob All-weather. Built from ex-Elk River Coal \& Lumber steel logging flats in 1967 as Nos. 13-15; renumbered in 1988.
Nos. 5-8, 11-13, 15. 'Second-generation' Closed Platform. Former Meadow River Lumber B-series skeleton log cars,
Nos. 9, 14. End Units. B\&O cabooses - 30 -foot wood, steel frame, acquired by Buffalo Creek \& Gauley (C-111 and C-119). Donated by Pittston Coal in 1970. Lettering as they came to CSRR: C-111 for BC\&G, C-119 for B\&O). Retained original numbers until 1988.
No. 10. Open Platform. Former Meadow River B-series skeleton log car. The last of the "cinder cars."

\section*{Cabooses}

Chesapeake \& Ohlo 90788. Standard wood model (reportedly 1926-type) donated in 1966.
Meadow River Lumber 3. Standard C\&O wood (1924); Meadow River Lumber Co., Rainelle (served one the last \(\log\) train in W.Va.; donated by Georgia-Pacific in 1972; received top-to-bottom repair in 1996.


\section*{ \\ mav}
bay Cars
 soct iff foner kshat mood hah whed at Cass by West

 Fut of hit imphos evorsion man (Ciosed Plattorm No. 3) wine for why setust Case lieg oas, 3 is currmey spotted on Bur iut nimyery suve liead in Cass mealing festoration.
Wewiou Ifluer Bearise sheletons ( 13 including Whittaker Wewiow ifuer Suerise skiletons ( 13 including Whittaker
Cieny




 fiee emnhion own for 7 cans converted for excursion sersera. Tistry. B it and \(3-30\) are are seil used in railtan charter waviar for log tain fundering:. Car B-10 has carried the Amatron ing liseder since the earfy 1980s; B-12 is part of His Whithatier Camp No. 1 display, B-14 has carried the Climes bolier since it artived from Canada. Nine additional birt wers movkered trough the arnyy of rolling stock on the Giwertotier Sest ine.
Mewdow River E-series (2). These skeleton-style adaptafions - E.31, E-12 - began service at Meadow River lumber Co. an ex-C30 Fatcars used as spacer cars (britwenn oversize long tree' loadout). Research shows Piat hers wws at lisat three E-series cars at MRLbrCo. The pari carte in the 1972 group from Georgia-Pacific (see abovel, ofgnaly stored at the Frank tannery and have never been in service here; on Greenbrier dead line.

\section*{Freight Cars}

Single dome oll tank cars (2). CSRX 219 and 220; donatet by Pennasil Oi, Charieston in 1972; used off-road until 1978 shipping oil for Shays 2 and 3; placed out-of-service upon the and of Nio. Jis operation here in 1993.
Single dome chemical car. WVAX318; acquired as U.S. Nevvy surplus by South Branch Valley, used for diesel fuel storager, thipped to Cass in 10-85; may be cleaned out and used as a utility water supply car.
Navy Boxcars (6). Standard 40 -foot steel cars, all formerly United States Nary Bureau of Ordinance (St. Juliens Creek NAD) boxcars. Two carne vie the South Branch Valley R.R. in 1978; four additional cars were shipped in the

Euling stock movervent of \(10-\)-a5, in Cass yard are: BBVR 40 (Doilt 11-42), BeVA 220, and on in NAO lattering with andientiatie number. Boxcars on the Greentrier dead line me USN (bi, Juliens Creek) No, 61-0037 and 61-08362 Navy Flatcars (3). Two these 40 -foot steel 'fishbellies' cOB' and OCY) are active in worktrain sifuations (cribbing during May 1990, ete.); they are also occasionally masquerade as logoing flats during railtan charters. Car "OD" sits on the
Cass yard dead line with rotted deck. Cass yard dead line with rotted deck.

\section*{Passenger Cars}

Dining Car. Chesapeake \& Ohio "Fraunces Tavern"; bought Dining Car. Chesapeake \& Ohio Kane in 1964 and installed on the old C\&O house by Jack Kane in 1964 and installed on the old C\&O house
track for operation as the Shay Inn; after the fast-food restaurant closed, became the Park Superintendent's office. Dining Car. Chesapeake \& Ohio "Stuart House"; brought in by Jack Kane as addition to his Shay Inn around 1967; used as part of consist of Cass-Durbin excursions; since 1985 has served as storage space.
Commuter Cars. (3) No. 960, No. [?], and No. 81 "Romney"; all reportedly former Central of New Jersey R.R. No. 960 and No. [?] came to Cass from the South Branch Valley R.R. in 1982 (picked up from Durbin the same time as the BL-2). No. 81 "Romney" ("yellow car") was part of the October 1985 equipment shipment off the SBVRR. All used in 1984 and 1985 on the Cass-to-Durbin excursions. No. 960 was modified for excursion service sans windows, with a single twosided bench extending the length of its interior.
Baggage Car. Norfolk \& Western Ry. Baggage and Railway Express; acquired by South Branch Valley (No. 6 'Fredon'); came to Cass in the equipment shipment of October 1985.

\section*{Other Railroad Equipment}

American Log Loader. Originally steam-powered, built by the American Hoist Co. of St. Paul, Minn., for Elk River Coal \& Lumber Co., Swandale, Clay County. Converted to diesel, date unknown. Later served ERC\&LCo's successors, W.M. Ritter Lumber Co. and Georgia-Pacific Corp. Donated in 1967 by G-P; trucked to Cass and placed on the exERC\&L flat which would become CSRR Open Platform No. 1 in 1970 (see above); for years loader sat atop ex-Mower flat car No. 110 before being moved to its present host car, ex-Meadow River skeleton B-10. Still used in work train situations (May 1996 cribbing and September 1996 tree-fall).
75-ton Steam Wrecking Crane. Industrial Brownhoist 75 ton, self-propelled model built for foreign military service; Government surplus, never operated except for boiler test; acquired Spring 1979; Heisler No. 6 ran to Durbin over the closed C\&O Greenbrier line to pick it up at Durbin.
C\&O KItchen Car No. X-999678. Work train cook car with sleeping quarters at one end. Acquired by South Branch Valley R.R.; later shipped to Cass in October 1985. Rusted and in bad condition on the Greenbrier dead line.


Buffalo Creak \& Gauley work dining car No. X-15, 8-67

\section*{Cars With Questionable Futures}

CSRR Closed Platform Nos. 106 and 107. Reportedly acquired by Buffalo Creek \& Gauley R.R. From Cherry River Boom \& Lumber in the late 1950s. Donated by Pittston Coal Co. in 1970. For almost two decades they served as excursion cars before being retired instead of conversion of trucks to roller bearing.
CSRR Closed Platform No. 110. One of two exChesapeake \& Ohio gondolas donated by Pittston Coal Co. in 1970 (operated by Buffalo Creek \& Gauley in C\&O lettering); car frame was rusted.
Canadlan National Caboose. Wooden with end cupola. Known to be formerly owned by a railfan; shipped from the South Branch Valley in October 1985.

\section*{Cars Dismantled or Destroyed}

Original excursion cars. In 1974 there were three of eight original CSRR cars still available for service: Closed Platforms Nos. 3 and 22 (originally No. 2), and Open Platform No. 10. That year, retired cars were: Open Platforms No. 1 (railings and bench still on car), No. 5 (railings and platforms removed, parts stored on deck), No. 6 (formerly operated with tool box and no benches, railings intact; shop equipment stored on deck; by 1976 railings had been removed), No. 7 (railings removed, parts stored on deck); Closed Platform No. 4 (sides, top and platform removed in 1972; destroyed by 1976). Today, all but two of the surviving cars are are unrecoverable (numbers are unidentifiable) on the Greenbrier dead line spur. Open Platform No. 10 (which served between 1944 and 1960 as a Mower bunk car, converted for excursion service in 1965; still available as a standby car in 1976) has rotted to the ground on the upper end of the Cass Yard car siding.
Mower Lumber Bunk Car No. 418. Restored by 1967 and operated on railfan charters; neglect eventually rotted the car beyond recovery; destroyed around 1977.
Mower Lumber Kitchen Car No. 417. Never operated on CSRR but in good condition into the 1970s. Like No. 418 , rotted away and was finally destroyed around 1977.

Continued on back panel
9.00 dally except Tuesclay and wveonesony

Meel af the depot for this 75 -minute, \(1-\) mile walking
tour. Wear shoes that you don't mind getting wet from marning dew

4:10-Saturday 5:10* - Mon, Wed, Thurs, Sun Meet on the Cass Country Store steps for a 40-minute, Store steps
half-mile swing through the


\section*{Sources other than personal research:} Artie Barkey, George Deike, Danny Seldomridge, Bud Cassell, Darren Seldomridge, John Cassell, Wame Cassell, Rex Cassell, Richard Sparks, John Killoran, George Fizer


Disposed To Other Railroads and Sites (continued from inside)
Porter 0-4-0T No. 714. H.K. Porter Co., 1950 (c/n 8234); built for the U.S. Federal Security Agency for operation at St. Elizabeth's Hospital, Washington, D.C. (No. 4); in 1958 transferred to inventory of Department of Health, Education and Welfare, then (sometime between 1965 and 1967) moved from St. Elizabeth's to the U.S. Army Transportation Corps at Ft. Eustis, Va. (No. 714); came to Cass as government surplus in 10-1972; never in steam here; shipped in 1981 to Baltimore \& Ohio Railroad Museum as part of the trade for Shay No. 6; reportedly being repaired for service around the museum yard in Baltimore.
GM-EMD BL-2 No. 7172. Diesel-electric road switcher built for the Western Maryland in 1948. Donated to CSRR in 1982; used on railfan charters on the Greenbrier in the early 1980s; shipped to South Branch Valley R.R. via the CSX connection at Spruce in 1991; plans call for the unit to be restored and operated.

\section*{Locomotive Scrapped}

Shay No. 6 (c/n 1907, 1907). 65-tons*; built for Lewisburg \& Ronceverte R.R.; acquired by Greenbrier, Cheat \& Elk (Cass) in 1913, rostered as No. 6 (2nd); sold by Mower Lumber Co. in 1946 to Borgman Brothers for their Premar Coal Co.; originally used at No. 6, Monitor No. 1 Mine, West End (Tunnelton), then moved to Monitor No. 4 at Austen, After mine's closure, the enginehouse fell in on No. 6 ; severely damage. With sale price of \(\$ 1,000\), examined by CSRR and Bear Creek Junction R.R., but passed by due to location and engine condition. it was reported to be scrapped at the mine site in the summer of 1969, with parts scrapped at the mine site in the summer of to be sold to the Graham Couunty R.R.-Bear Creek Junction to be sold to the Graham Couunty R.R.-Bear Creek bunction
R.R. at Robbinsville, N.C. Eventually acquired by Dave R.R. at Robbinsville, N.C. Eventually acquired by Dave Corbert and moved to a loading point along the old Baltimore \& Ohio at Tunnelton; a coal train derailment all but destroyed it; finally acquired by CSRR and shipped in gondolas, arriving in 1978 (last incoming equipment brought in by the C\&O before closure. Scrapped in 1980; cylin
cars up the Greenbrier deadline spur.

\section*{Cass Scenic Roilroad}

\section*{Locomotive Roster}

\section*{(All-time)}
by Philip Bagdon
Seasonal Historian, 1996 Cass Scenic Railroad State Park


Shay No. 7 (ex-Meadow River Lumber), August 1968
All photos by Philip V. Bagdon

\section*{Active and Shopped Power}

Shay No. 2 (o/n 3320, 1928). Pacific Coast Model - 96 tons*: superheated; the only PC built as a wood-bumer logic influenced its conversion to oil before operation in British Columbie as Mayo Lumber Co. No. 4; then Lake Logging Co., Ltd. No. 5, Westem Forest Industries No. 5 , Logging Railway Appliance Research (Vancouver Wharts Limited) No. 114; acquired in 1970; made its debut in May 1972; grates converted for coal buming in 1984.
Shay No. 4 (c/n 3189,1922 ). 70 -tons*; originally Birch Valley Lumber Co. No. 5, Tioga (Nicholas County); involved in a runaway wreck which scalded four men to death in 1941; rebuilt at Cherry River Boorn \& Lumber Co. shops in Richwood; acquired in 1943 by Mower Lumber Co.; it was not only the last logging Shay here, but also the first road engine of the Cass Scenic R.R.; in 1993 a thorough shopping was completed.

Continued inside
- Factory designations. Engine weigh more in operating condition (coal, water, tools, etc.).

 for Bue grwerthliw a ch muen, weat vergha spruce
 werwey Shey liors to cylmang wore cracked in the
 Wis. atior mpow, is was put iets torvice three years later: aimpolly nit of semikis her a hoe anest melacement, it wil lie Jws in vavios har May Ruilfan Week und
Sike limel hes of lian 3054, 1945). Uma class 150-3 wimpimpuriet, the liat and record largest Shay built plans if Thint ks 17 in ins orighal, 154 -tsn* 3 -truck form) What and as thurdulional design worked the Western Merplanter Chuthes Branch fosal spur out of Vindex, Md with a In niling pachel her only a few years; displayed in lartimes at to B.so Ralinsad Museum for over 25 years Autios mming hare in 1380 in a liong-term trade for Shay Sn 1 mes Parme 0-60T Nio. 714), in 1981, operated for the fres lime in it patry und sparingly until service on the Cass Outim Rum (r984-35) extensive shopping removed it frum fue mather for two full operating seasons; reassembled Big 5 usurt pett of Augatt on the upper shop track for fina paiefinge fires up and sested on 9.21 and 9.24 (first run up mosmaint: 7 wit inn tis falt, at least periodically.

\section*{Our of Service Steam Power}

Mwilat Mo. 6 (ch 1591, 1929). 90 lons"; one of the largest urits tutshocoed by Heitler of Erie, Pa.; originally served Sostania Coal and Clay Products of New Bethlehern, Pa.,


Hewler No. 6 (8x. Moadow River Lumber), Auguat 1967
 wwil k木e servian on flati Knots inawg power in 1968 and


Shey No. 7 (oh 3131,1920 ), 70 Ions'; Nist used by Paine mivat to the Alaine tamily's Grent County); in 1930 Moadow Aiver Aumber Colyls Grasnbrier County job tosi and entered service the next year because of awar in Tos4 and entered service the next year; because of a boile
protiem, hasn't run since 1970 .

Climax No. 9 (S/n 1651, 1919). 70 tons*; built by Climax Locomotive Works, Corry, Pa., for the Moore-Keppel Co Aandolph County) and last used to pull coal on the Middle Fork Railroad; arrived here (1970) in ragged shape; a new boiler found in Canada combines with the shop force's longrunning interest in tackling this project to make the future brighter than might be expected from its derelict appearance: if everything goes well, it may be on the road in 1998.
Shay No. 36 (c/n 2804, 1916). 70 tons*; built for an Alabama logging enterprise; spent about two decades in West Virginia - first with Raleigh Lumber Co. (Glen Morgan), then W.M Ritter Lumber Co. (Oxley and Maben); in 1942, moved by Ritter to New River, Tennessee where it later hauled coal as Brimstone Railroad No. 36 (predecessor in 1965 was Brimstone \& New River); to Tennessee Valley Railroad Museum in 1967, then acquired by railfan George Kadelek who arranged its move here in 1987; purchased in 1994; it has a good boiler but because of size and age, likely to remain on the dead line for some time

Baldwin Rod Loco No. 612 (c/n 69858, 1943). Built for the U.S. Army Transportation Corp and operated at Fort Eustis, Va. as the 'Johnny D. Burruss' until 1971; this 2-8-0 'Consolidation' has never run here - until the 1985 flood which ended Durbin Runs, it was ideal candidate as the water level route's future power

\section*{Diesel-electric Units}

No. 20. General Electric 45 -ton switcher built in 1941 for the U.S. Navy; acquired as surplus in 1978; first 'shop goat'; ou of service since 1988.
No. 34. G.E. 65-ton switcher. U.S. Navy; acquired as government surplus, shipped from South Branch Valley R.R. in 10-85; used for a few years as a 'shop goat'; out of service since 1995
Nos. 16 and 17. Alco S4. Built for Baltimore \& Ohio acquired by South Branch Valley R.R.; shipped to Cass in 10-85; never operated.
Nos. 26 and 27. GM-EMD MRS-1 foreign service road switchers; U.S. Army Transportation Corp., Fort Eustis, Va. delivered to CSRR in July 1976 with hospital cars (were there three?), subsequently moved to South Branch Valley A.R. before the C\&O closure in 1978; returned to Cass in the movement from SBVRR originating of 10-85.


Disposed To Other Railroads and Sites Shay No. 1. (cin 1519, 1905). 65 tons; bult for G,w Huntiey Lumber Co., Ronceverte; the same year sold to Flint, Erving and Stoner Lumber Co. Thornwood, then to North Fork Lumber Co., Nottingham; acquired by the Greenbrier, Cheat \& Elk in 1915 in a deal involving the trade of original Cass Shay No. 1 ( 42 -ton, two-truck \({ }^{\circ}\) Old Bamey"); distinctive in its 1957 paint job (Chinese Red cab and tender, dark green boiler jacket); on standby at the time of the 1960 closure; worn wheel-flanges kept it out of service after use as pusher engine in 1963; conveyed in 1980 to Baltimore \& Ohio Railroad Museum as part of the trade for WMRy No, 6; on static display.

Shay No. 3. 80 tons, c/n 3233, built Lima 9-28-23 for Hofius Steel \& Equipment Co. (Lima's dealer in Seattle; sold to Independence Logging Co., Independence, Wash., then Mount Emily Lumber Co. (No. 1), LaGrange, Ore.; donated to Oregon Historical Society; in 1970 leased to CSRR for 20 years; retumed in 1993; in operation on the City of Prineville Railroad, Prineville, Ore.

\section*{Continued on back panel}


Porter 0.4-0 Tank Locomotive (ex-U.S. Army), March 1975.


\section*{CASS HOMECOMING 1998 11th Annual}

The communily of Cass wicomes you to our I ith annual homecoming celebration People of all ages have joined in the fun in the past years, and we have worked hard to conhinue this tradition.

This "down home" good lime is supported entirely by donations and the effort of all volunteer commilte Your suggestions and ocntibutitons are greatly apprecitreted.

\section*{THANKS}

We would like to thank all of the business and individuals for their contributions and support.

\section*{CONTACTS \& COMMENTS}

Any suggestions and ocmments can be referred to any member of our ocmmiltee: Darrell Turner - Preisident
Katrina Defibaugh - Treasure Calhy Ribble - Secrełary Terry Ribble Lefty Meeks Dan Defibaugh Wanda Hallerman Stan Beafore Dave McMillion Lisa Hubbert Gail Vanderander Joe Warder Tonya Warder Brenda Thomas Mary Perkins


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1-800-336-7009

IITII ANNUAL CASS HOMECOMING 1998

AGENDA
June 24 - June 28
June 24
Pagent for Prince \& Princes 7:00pm Cass Fire Hall (age's 5-8)

June \(25 \quad\) Prize Games Free for all ages 7:30pm
Community Center (Donations excepted)
June 26
The Great Cake Walk 7:30pm
Community Center Parking Lot or Fire House in case of rain.
June 27
Registration
10:00am -3pm Fire House
** You must register to receive a dinner ticket**
Start the day of fun for the young and the young at heart
Located at the Fire House
Pet Show 10:00am
With small household deomestic pets
Games
10:00am
Dunking Booth, Fish Pond, Egg Toss, Egg \& Spoon Relay, Water Balloons Shoe Race, Water melon Eatin Contest, Watermelon Seed Spitting Contest



Subject Pocahontas County History Date F'ebruary_12. 1941 \(\qquad\)
Research Wordier Juanita S. Dilley Dato Rumarch Taken - Feb \(\frac{7,}{\pi}\) 11, 1941 Typist Juanita S. Dilley \(\qquad\) Date T:Tud ㅋeb, 12. 1941 \(\qquad\)
Source Deed Books 61 page 416 \(\qquad\) Date Filed


Rev. Q. Arbogast, and Mev. H. Blackhurst
1 did not know until a few days ago that I was
 to get these chur to her ye have been.



TY1 organized in 1903 by the Rev. John Hellell of the Greenbank circuit. 1/ao not have the date when the \(11 . \mathrm{E}\). elass was organized, but it was soon after the above date. No church was built in Cass until in 1920 when the Presbyterians built theirs. For four years this church was used by the liethodists, too. sinelly some of the Presbyterians objected to the Lethodists using the church, and decided to charge them \(\$ 15\). per Sunday or \(\$ 25\). for two Sundays per month. They soon decided that they could not afford to pay this amount, and that it would be best to build a church of their own.

The M. E. members witharew first and in 1924 built The First laethodist lhurch on the east side of the river. 'The deed for the lot was given on rebruary 20, 1924 by Dr. Allen burner end Lebel burner his wife, parties of the first part, end J. P. smith, H. O. Blackherst, and A. G. Hardbarger, trustees of the rifst Wethodist church of Cass. For \(\$ 400\). cash lots 6 and 7 in block 1. "Now therefore this deed witnesseth, the trustees of said church herein mentioned and their sucessors in office shall at no time prohibit the doctrines of Sanctification as taught by John and Charles Wesley, the founders of Lethodistism." A little later in that same year the I. E. South members also withdrew from the church. and the deed for the lots vere given by William V. Hiner and Grace l. Hiner his wife, to C. P. Gillispie, J. W. Bible, Roy Cook, Burk McCarty, J. Hobbs Rose, H. H. Brown, Harkwood Gum, I. S. Cochran and Villiam Siple, truetees. for the sum of \(\psi 1,800\). a lot or parcel of land in Cass
adjoining the land of the Neat virginia Pulp and Paper lo. for the use of the M. E. Church, South.
\(I_{n} 1939\) these two churches were united, and the H. E. South church is used for preaching purposes. The \(H\). E. church is still used for sunday school.
there are 155 members of this united church.
The stewards are U. P. Gillispie, J. W. Bible, Roy Cook, Bark McCarty.
Kiev. H. O. Blackherst. E. R. Loudermilk is the supt. and the teachers are J. W. Jack, Mrs. Marl Ervin, LArs. C. P. Gillispie, C. P. Gillispie, Lírs J. H. Rose, herren Shiflett, and Aude McPherson. Burk McCarty is the Sec. and Treas.

Mrs. Charles Sheets is the Pres. of the Women Society of Uhristain Service.

Cess, in pocahontas County, has for a number of years been the center or an extensive lumber industry, and a considerable amount of lumber is still produced in this area. The citizenship of lass is unusually cosmopolitan in charaster.

The first Presbyterian services in lass were conducted by rev. Henry ... Moiallehlin, then pastor of the liberty and Baxter Churches, in 1900. He organized a sunday school in the school house at this time end the preaching services were also conducted here.

It was in 1903 that asa D. watkins, a student at the Union Theological Seminary at Richmond, Virginia, was sent to Cess by the Home Fission Committee to preach during the summer vacation. He saw the need of a church there end after his graduation proceeded to carry out his idea wy hard and systematic work. .isth the aid of J. S. liathews, the late Samuel B. Hannah and other prominent men in the Greenbents district, enough money was raised through loans and subscription to start the church building which, when completed in 1904, was dedicated by Rev. Henry i. NoLaughlin. To asa watkins should 00 the credit of making this church possible. Se did everything from raising the money to emloving wen to do the constructing which he superintended

\title{
Pocahontes County
}
and aided.
"Professor asa D. watkins of Hampden Sidney Colleee and formerly a pastor of this church, died suddenly on December 17, 1932."

As time passes and many new churches come into this fold and worship God in a comfortable and beautiful church building, and its affairs are organized and governed by capable christian men and women, it should be remembered that it was asa watkins, a ministerial student, who came to Cass at vacation time, and conducted services in whetever building was procurable and ministered to the needs of its people. It was he who saw the need of a church in this tovn when practically no one else did, and working alone, raised money through direct subscription and loans, whereby the nucleus of the present building was erected and furnished. He hired the men to do the work and did a good bit of it himself. It was he who induced the members of the Presbyterian Church who had noved to Cass, to procure their letters in order that a congregation mieht be organized. It was he who moderated the first congregational meeting at which time the organization was made complete. In fact, it Was through the persistent and untiring efforts of ..sa \(\perp\). watkins that the movenent was started thet culmineted in the present organization, und thet hes oroucht many sould to Christ.

The deed for the lots to this ohurch viss made on AuE. 1. 2921, from the nest Vurcinia Pulp und Feper Co. to A. S. Hiokman, J. S. Hathews and U. S. Nannah, Trs. for the Cass Presbyterian Church, subject to the following reservations and restriotions: that the lots are to be used for the purpose of maintaining thereon a house for Divine worship or other buildings for striotly relicious purposes. Should the purties of the second pert or their successors in office ever abundon use of suid premises for such purposes or withIn forty years from this date attempt to dispose of skid penises to others to be used for other then reliddous purposes, the title of the said preaises shall revert to the purty of the first part.

Tha Cass İesbyterian Churoh was organized with a Wembership of twelve persons. on the following yest, 1505 , there wore ninetcen members reported to the jenerel assembly. The narnes of the charter nembers that I have been ebie to cet are:
\[
\begin{aligned}
& \text { Lr. S.. vard .nndolph } \\
& \text { W. and Irs. J. D. Mitliens } \\
& \text { Dr. Lnd Irs. J. . ATbuckle } \\
& \text { AI. Jatues A. Aiviputrick } \\
& \text { har Lnd irs. Benj. F. Comred }
\end{aligned}
\] ozteshod and installed oldors und wr. 工. D. arbuokie, Ben-
jain 2. Conrad and Junes ... Hirkpotrich, deacons.
after -r. watkins vesicned the pulpit was filled from tine to time with several ministers, all of whom preached at Liberty Church at ireenbenk and dexter church et junnore. Later a request was sent to Greenbrier Presbytery to - A he cate the Gas which from the Liberty and Baxter Churches, the promise being made that it could support e full time minister. The request was ranted and Nev. trod ... Gray was suçested. He vas immediately culled. His services were valuable indeed. -e brought a lar ce number of new members into the church end was one or its greatest pastors enc preachers. Luring his pastorate the church building was
remodeled end enlarged.

The corner stone of this building we laid by the wevonic Grand Lodice of .est Vireinie. The dedicatory sermon was preac ed by ur. walter ... Sain. 4 sa nations preached the evening sermon. For many years the vas church has been out of debt.

111 denominations used the Gas Presbyterian Church for a nuinber of years.

The building occupied by the cess concregetion was erected in 1504 , una remodeled in 1919. It t. is partially destroyed by rime in icreh, 1527 , ind miss rep iced end renocelod later that sane jer. liny or most of the church rscords \#ere destroyed it the the of the fire.

The roll of afisisters of the Cos iresbytorion Church As e J. .outline, J.D
... .. DRin
J. S. Venison
\(150<-2907\)
1.007-1510

Louis A. Nelly
1910-1912
Pred i.. Gray, D.D.
Jones I. Pharr
Today this church 1059- present hundred forty one hundred forty-four persons. It hos for they yours sent a stesdy atrour of young people into oily churches in this and adjoining states.

This church has enjoyed an aggressive leadership on a is native in all of its various departments, being noted for the fine young people it has developed in the church's service. The work of its "omen's auxiliary hes been esgeol lily orfeaient.

The vas \({ }^{+}\)resbyterian Church has in the pest maintained outpost work in certain nearby lumbering settlements, notably Lt bruce and nisywood, but these have been discontinued us the lumber operations in these settlements leave closed and the poop le have moved amy.
n number of active mortiser in the church's service



the .ave: Lewis Lyle, now serving in Chicago, Ill.
Union prayer meetings are held alternately with the three churches st Case. No other denominetions hole services at the present time in the Presbyterian church. Tho present pastor, Rev. James . Thar, was born in Charlotte, North Carolina. He attended Charlotte school for Boys, davidson College and Union Theological Seminary at Richtold, Virginia. Rev. Pharr has served the lass fresbyterien Church and the Alexander Memorial Church at Stony Bottom for the past eleven years.
during the p. st year nine new members were added to the lass Church.
a Daily Vacation Bible School Was conducted in our church under the direction of "ev. Blendon from the Seminary at ichmond. The school opened July 22,1040 and continued through duly 26th. Rev. J. T. Pharr end the following young people assisted with this school: Jvelyn Fox, Beatrice Blackhurst, Ernestine Famrick, William Viering, and Tim Pharr. -ach pear this church sends a group of young people to camp and conference.
The present Liders are:
\[
\begin{aligned}
& \text { F. C. liickell } \\
& \text { Z. shafer } \\
& \text { A. .i. smith } \\
& \text { Hay ... Lox } \\
& \text { A. J. Blackhurst }
\end{aligned}
\]
J. 11. Woyer
-. D. Huff
2. L. Duncan

Deacons:
J. A. Kirkpatrick
ii. G. Háoss
C. in. Stover
R. S. Hickman

Guy Tallman
Luther B. Jones
The Sunday chool en rollment at the present time is one hundred thirty-three.

The Young Peoples League orcanized en outpost Sunday
School at Deer Creek with an enrollment of twenty. Harold Wickell served as the supt. of this sunday whool until recently when he wont to work in another town and lir. A. N. Jolth, Sr., is now Supt. Ihis Sunday Johoof is now selfsupporting.

I have been unable to find eny record of the first women's societies in the Cass Church. The women of the church are now organized accoraine to the auxiliary plun of worship. The following is a list of the presiaents of the fuxiliery to date:

> Lirs. J. S. Mannah
> Irs. R. S. Clark
> izs. I. J. Nonealy

\section*{Pocahontas county}

Hiss. J. H. Noyor
lars. .i. A. Hammer
irs. D. P. Shaffer
ills. 2. L. Duncan
1929 to larch 1930

Mrs. J. N. Hannah
1930-1932

1932-1934
irs. R. I. Fox
irs. .i. L. Ralston
1934-1936
irs. i. T. Miller
1936-1938

The average enrollment for the ten years is fifty-four members. The largest number on roll at any one time is sixty-one. The smallest was fifty.

The enrollment this year is forty. This is because of so many members moving away. The following are the officers for 1940-1941:

President ----- Mrs. W. T. Miller
Vice-President -...- irs. W. L. Ralston
Secretary --...-- lis. T. J. Kenealy
Treasurer -.....-. Sirs. I. B. Jones
Historian -.....-- irs. J. ii. lieyser
In 1934, a Business ..omens circle vas organized with twenty-six members on roll. They pay a definite part of the budget each year. This year the amount is fifty dollars.

Zach year the Auxiliary sends from two to four young leo, le to the Conference at Lewisburg. This year four young people were sent to camp. For five years they sent one dele jute to ... Va. Synodical Ir ining school. For two years two
delegates were sent to this school.
Sach year since 1936, the Auxiliary has adopted a child from the orphanage (to the extent of buying his clothes). Last year \(\begin{array}{r} \\ 28.28 \\ \text { was spent for outfitting the orphan. }\end{array}\)

At Thanksgiving time each year a large box of canned - fruit is sent to the Lavis-Stuart school. At Uhristmas time baskets of fruit, toys and clothing are sent to the needier families, in the comunity.
-ach year the ledies read a book on Home liissions and one on Foreign iidssions. Special classes are held for discussion of these books.

Once during the year there are study classes of at least five hours of intensive study of some Book or Theme of the Bible.

In 1936 a plan was suggested in the church whereby each person read a certain portion of the Bible each day. ht the end of the year many had read their Bible through. Now each woman follows the Auxiliary suggestion for daily Bible reading.

The Auxiliary stresses tithing. Last year there mere twenty-one tithers reported in our suxiliary.

For an example of the money expended by the iuxiliary in one year, the following was for the year April 1,1938 to npril 1, 1939:
\begin{tabular}{|c|c|}
\hline \multicolumn{2}{|l|}{-10-} \\
\hline Budget & \\
\hline Speoial Benevolenc & 3196.00 \\
\hline Speoial ufterinis & 86.00 \\
\hline jooial service - & 65.78 \\
\hline Current & 51.06 \\
\hline liscell & 78.52 \\
\hline -130ellaneous & 29.75 \\
\hline Total & 507.11 \\
\hline
\end{tabular}

The Auxiliary paid fifty dollurs per year for three years to the linisters' Annuity Fund. In 1935 it paid 6161.52 to paint the mense and church.

In the past few years we have lost five members of the auxiliary by death and many nembers have moved away, making our enrollment at the present time forty nembers. Despite this fact, we have not reduced our budget and have been able to go over-the-top each year and have contributed to the causes as usual. This year we also contributed material for draperies to be used in the homes of lissionaries in africa where our own slice Hannah is serving as teacher of missionaries. children.

Iniormation: Church on the western "aters - courtney Mr. J. S. Nathews, Bridgeport, Conn. IIrs. J. i. Neyser

The "oman's Auriliary was oreanized in Iuly 1923, but did nor join the Presbyterial until 1928.
they are taking up. Whatever growth there may be in atmospheric \(\mathrm{CO}_{2}\) comes from those regions, and it is so documented in Science.

North America's dynamic forest and vegetative base is holding its world \(\mathrm{CO}_{2}\) emissions to ZERO, and making an enormous environmental contribution to the world. North America is NOT guilty of creating a \(\mathrm{CO}_{2} /\) Global Warming problem, and it must not be coerced into subsidizing the colossal cost of correcting a perceived environmental problem which it is not causing. North America has a record of \(\mathrm{CO}_{2}\) control unmatched by any other region of the world.

I am honored to have been a part of your Centennial celebration, to
have taken this journey through our early and intertwined roots, and to
have been able to share two perspectives with you which I feel need to be widely recognized and positively publicized.

Ladies and Gentlemen of Cass, I thank you, I salute you, and I wish you the very best of good fortune in the next 100 years!

REMARKS BY JOHN A. LUKE CASS CENTENNIAL CELEBRATION MAY 26,2000

\section*{Introduction}

As I stand here with you today, I think back to the early days, 100
years ago, of West Virginia Pulp and Paper (now Westvaco) and the birth of this community of Cass. I think of our interwoven histories, our challenges, the accomplishments of the last Century, and of its people and their vision and determination.

I plan to try to capture that century in a capsule and then touch on two perspectives formed from that period and its forests. Each has an environmental basis, and each is terribly important today.

Looking back 100 years, we see the Lukes of that period with their mill up on the Potomac River, then 10 years old, and thriving with the technology they had developed to prove that pulp could be made
profitably from wood and driving the industry from one based on rags to one based on wood. This was of enormous importance to Westvaco, to the paper industry, and to the economy of the country.

The forests of West Virginia had been selected for this venture because of their vast stands of spruce, an ideal raw material for that early papermaking, even though it was a species already under heavy pressure from active and aggressive logging.

As that first mill grew, the company decided to expand with the construction of a second mill in Covington, Virginia, as well as ventures in Davis and Parsons. With this program prudence dictated an assured supply of spruce, and so, some 70,000 acres of timberland were purchased in this area to meet that emerging need. To log this land, a railroad which would eventually extend to 81 miles and the top of Cheat Mountain was built. And, to complement its pulpwood production, a double band sawmill was built at Leatherbark Creek to
produce finished lumber--and so, was born this community of Cass, named then for Joseph K. Cass, a Westvaco officer, an investor in the company, and member of the family from whom a mill in Tyrone, Pennsylvania, had just been purchased.

The Town of Cass and Westvaco flourished together for the next 30 years or so, until a couple of things happened. The spruce forests of the State had been harvested to virtual depletion, and the Great Depression hit.

No longer able to secure spruce in adequate quantity, Westvaco had to learn to make paper all over again-this time from the natural mix of local Appalachian hardwoods. As it conquered this challenge, the company retreated from the Cass area and concentrated on the lower cost, but technologically difficult, resource growing so abundantly and so close to its point of consumption. This meant that the Pocohantas

County lands had become strategically less important in the 1940s and thus available for sale to Mower Lumber. Westvaco would rely on a
different source of fiber and put the capital invested in these lands other uses. With the sale to Mower, Cass and Westvaco went their separate ways in search of their futures.

But, Westvaco was not to leave West Virginia as its mills at Luke and Covington continued to flourish and once again needed wood from further afield. It had been actively buying West Virginia wood on the open market for local mill delivery, but by the mid-1950s, it had again embarked on a land acquisition program which would lead to the 375,000 acres it now owns and manages so intensively in this State.

To the casual observer, this might appear to have been a circular strategy on the company's part, but in fact, it was a wholly new and very different strategy-carefully conceived and carefully executed to support today's needs and tomorrow's. And so, here we are back together again 100 years later, as warm friends, and with each of us still traveling our own road, with Westvaco full of admiration for the creative and determined manner in which the wonderful people of

Cass have faced and overcome their challenges in the very best of American tradition, and with Westvaco also in full admiration of the mighty forest resource in this area, even though it is a vastly different one than 100 years ago.

This very brief time capsule now brings forward the two environmental- and forest-based perspectives which I mentioned earlier and which I now want to share.

The first deals with the popular environmental ideal of Sustainable
Forestry. In this country we have a large, diverse, and productive
forest base. It is more vast and more productive than it was 100 years
ago, and even 75 percent as large today as it was 400 years ago
despite our enormous national growth in population and development
over those years. Not only has the size of the nation's forest been
stable for the last 100 years, but the volume of wood per acre has also
increased very substantially. In fact, wood is today growing 35
percent faster than it is being harvested.

This has all happened for a variety of reasons. Importantly, forest conversion to cropland leveled off in the 1920 s , and forest fire loss has been reduced from levels approaching 50 million acres per year in the early 1900 s to around 2 million today. Trees are being planted at astounding rates-some 400 or more for every child born in this country, and increasingly intensive forest management is demonstrating its enormous value. In short, our forests in America today are showing a remarkable recovery from earlier centuries when they contributed so much to our early development. Can we sustain the forest base that has and is contributing so much? Yes, WE CAN, and yes, WE ARE sustaining this dynamic and renewable resource.

And that fact is more than amply demonstrated right here in this region as we look about at your magnificent forest today and reflect on the extraordinary contributions it has consistently made over its last

100 years. The same is true for the entire state of West Virginia. It may be hard to visualize, but most of West Virginia was severely harvested around the turn of the century. Yet today, the state sustains a vital part of the global forest industry along with a marvelous tourist industry based on its forests, water, and wildlife.

Lest anyone rest on any laurels, let me state emphatically that the job is far from done. Sustainable Forestry is essential for our nation's future needs and potentials, but sustainability doesn't mean just maintaining the status quo. It means assuring that healthy, dynamic forest ecosystems flourish in support of the needs of each new generation. While the national report on Sustainable Forestry is positive, there is far too little consistency in practiced sustainability across the country.

America is continuing to dedicate ever more forest land to limited use purposes, and a largely urban public opinion does not appreciate the
capacity of well-managed forests to meet the multiple objectives of
clean water, vibrant wildlife, stimulating recreation and high quality forest products. And beyond limited use, our individually owned forests are becoming more fragmented in ownership every year as a result of tax and inheritance policies and from economic pressures to develop them. With fewer acres available each year, we need to manage highly productive and healthy forests that can sustain an ever higher demand for our nation's wood products. This means that we will have to learn to grow trees as fast, and as economically, as the best of our world competition. Brazil and Indonesia-and I do not mean their rainforests-are powerful examples of what is being done as they grow hardwood four times faster than our Appalachian hardwoods and pines twice to three times as fast as our most productive pine plantations. These cold facts go straight to thee economic heart of the competitive strength of our forest resource, and the world market is uncompromising. Sustaining our forests through this century to meet the needs of the next requires that they not only
problem. My objective today is not to debate Global Warming as fact or fiction, or as perilous or not. Rather, it is to dispel the notion that just because North America is a very large generator of carbon dioxide, that it must also be a very large contributor to \(\mathrm{CO}_{2}\) in the world's atmosphere and, therefore, Global Warming-NOT TRUE, based on work by scientists from Princeton, Columbia, and the Federal scientific agency known as NOAA, and which was published in the distinguished journal Science in 1998. These findings, little noted by the media, were based on comparisons of the level of \(\mathrm{CO}_{2}\) in the atmosphere coming to our West Coast and the level of \(\mathrm{CO}_{2}\) in the atmosphere leaving our East Coast on the wings of the prevailing wind flow across the continent. NO increase in \(\mathrm{CO}_{2}\) content in the atmosphere leaving our shores was found-ZERO contribution to the rest of the world. PERIOD. The study determined that North America is taking up all the \(\mathrm{CO}_{2}\) it is generating, while the rest of the world-primarily Eurasia and North Africa and, secondarily, the Tropics and Southern Hemisphere are releasing far more \(\mathrm{CO}_{2}\) than
they are taking up. Whatever growth there may be in atmospher
\(\mathrm{CO}_{2}\) comes from those regions, and it is so docum

North America's dynamic forest and vegetative base is holding its world \(\mathrm{CO}_{2}\) emissions to ZERO, and making an enormous environmental contribution to the world. North America is NOT guilty of creating a \(\mathrm{CO}_{2} /\) Global Warming problem, and it must not be coerced into subsidizing the colossal cost of correcting a perceived environmental problem which it is not causing. North America has a record of \(\mathrm{CO}_{2}\) control unmatched by any other region of the world.

I am honored to have been a part of your Centennial celebration, to have taken this journey through our early and intertwined roots, and to have been able to share two perspectives with you which I feel need to be widely recognized and positively publicized.
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Ladies and Gentlemen of Cass, I thank you, I salute you, and I wish you the very best of good fortune in the next 100 years!


\section*{-Cass Scenic Railroad Memory-}
by Sheriff Given
Pop Good, Leonard
time of day by the way they Lumber Company, George
blowed the whistle on Gum Web Hollifield the blowed the whistle on

Gum, Web Hollifield, the

Camden-on-Gauley, Webster Springs and all across
rattles in its efforts to build up pressure steam, and
of the pine family, spruce, yellow and red pine used by

koul amgons, belonging to Hxering companies located throughout WV. The Cherry River Boom and

For \(\$ 1.00\) you get more information about Climax, Hysler and Rod Steam Engines and Lumber Companies of early WV and 20th century, than a Sears Reebuck catalog contains.


Cauley, the Campbelis of Thoga, and Birch Valley Lumber Company, as well as Pardee-Curtin Lumber Company of Webster County. The WV Midland Railroad out of Webster Railroad out of Webster
Springs with George Springs with George
Jackson as depor agent, Jackson as depot agent, Warrick Gum as engineer conductor on the daily passenger train out of Webster Springs meeting the passenger train out of Richwood on its way to Clarksburg; the people gathered at the depots at Holly Junction, Cowen,
engineer had his own way of blowing the whistle for railroad crossings, cows on the railroad tracks, as they passed their girlfriend's passed their girlfriend's house, and a super whistle as they passed grandma's or grandpa's house.
The steam locomotive, the high wheel, high speed steam passenger- engines always spun their wheels when pulling out of the station in Cowen, Richwood, and Camden, as Bloomer Green said all aboard and the black smoke billows 100 feet into the air, it puffs and

\section*{The West Virginia Midland Railroad}

May 6, 1965
For those who love trains such as the old Shay and Climax and those who knew the West Virginia Midland in its heyday of busy passenger and freight traffic, it's still easy to walk along the old right of way up and down Holly River on a misty night and imagine hearing an engine whistle or a signal echoing down from the years that are long gone. As the years go on, fact and fiction blend into one indispensible mass of pleasant memories of chugging engines, neatly kept passenger cars, the familiar "all aboard" by Porter Cochran as the train firally
pulls out of the yard at Palmer (now Sutton Dam) headed for Webster Springs, WV.

Continued On Page 3

\section*{86 Miles From Flatwoods To Cass Scenic Railroad}
by Sheriff Given
Going north, going south on Interstate 79 to get to Cass, you get off the interstate, exit 67 , take 4 and 19 north \(1 / 8\) mile to Bill Squires Mountain Lanes Convention Hall, and Lloyd's Restaurant and Motel. When leaving Interstate 79, you tu:n
south on 4 and 19 , McDonalds and Dairy Queen, and the screaming eagles and Braxton County High School, pass Laurel Court Motel, Marlowe's Restaurant, to the Go-Mart and country convenience store. Buy, or they will give you a Sheriff Given Cass Scenic Railruad Special

Newspaper. Take State Route \#15, 1/8 mile to Cogar's Restaurant, where you can get something to eat at a reasonable price. If you have ever been connected with the logging or timbering industry, you should feel at home. You may think they are talking Continued On Page 14


\section*{The Cass (West Virginia) Scenic Railroad}
femeery A 1059
Trem mave yowhil tes Me. Thenert of Rluch hers. Civerne melome of Cons, end renther or Inglish and Latis in Cieven Mand Hish Showl for the pest it Fhat, कho tuthot of Momes of the Rood" and tave a veloc Tor Mon and waw a wocher Cor Men ad Mpier Mountain". At the prownt be ia semipeorrd alnd his the Shawort on the Cass scenic Kailroad and Gerarsa willite muscum -fich has quite a selection.
Ahnowh I create mr own esing, it woeld have been. imposaible without the help of Mr. Bixckhurs and the good people of Cass. The vear 1902 West Virginis Aulp and Paper boughe onc-quarter of a timher and hes virgin arely to begon immediately to mow down Thew oredoor splendor. They firse aet up a portable mill to saw out the necrnary lumber for the conatrixtion of a double hend mill and on peak days boch nides and a double 10 . hour shaft would saw 250 d., feet and required 3,000 12 to operste, including 12 Shay engines, and severs miles of track, ateam log loaders, big
where vou could buy log cars per trip with a anyehing from a woth puck b) a piece for Shay eneine, a poot achood, church, and (n) the winter time, ice tiating on the mill pond The bis attraction was the fally pussenger train and who the strangers might be it the compuny boarding house.
Cass was incorporated in 1910, and formed a city government, a busy town with 60 houses, city water, although owned and operated by West Virginia Pulp and Paper Company. Wages were seventeen cents for an eleven-hour day and fifty cents a day for board and room. Therewas boardandroom. There was no checkoff from your wages such as social security, income tax, and in tact, the men who worked at the camps usually didn't draw their pay only every six months. Company houses in Cass were renting for \(\$ 10\) per month with no charge for water or electric, all was considered a part of the rent. During peak production, it took twelve Shay engines to log the mill, the run from Spruce to Cass was approximately 12 miles on 11 -per cent grade, run daily by Shay No. 12, 190-ton, consider ed the biggest Shay engin
seven-man crew, engineer fireman, conductor, and four brakemen one for every three cars. It has been said that No. 12 could have handled more cars but 13 was the limit through the switchbacks, two of which are in operation today on the Cass Scenic Railroad. the Cass Scenic Railroad.
Three of those engines are Three of those engines are
still in operation todaystill in operation today-
Nos. \(1,4,5\), and recently Nos. 1, 4, 5, and recently purchased No. 7 from Meadow River Lumber Company at Rainelle.
Although the Cass Scenic Railroad is only four miles long, the stee remains intact to Bald Knob and Spruce. The last engine to Bald Knob was in 1961 and a motor car 1961 and a motor car makes it yet today. The West Virginia Departmen of Natural Resources is in the process of rebuilding the track to Spruce and Bald Knob, along with a lodge and possibly wall to wall carpets and modern lodge facilities far flung from graybacks, bedbugs, long tables, 5:00 a.m., breakfasts, waiting for daylight in the winter before going to work harvesting the tall virgin spruce.

Why not restore the original logging camp to

Camp No. 5 or No. 29;
build them Jenny Lynn type, stripped with creosote (coal tar process) creosote (coal tar process) to prescrve the wood and graybacks, use roll roofing graybacks, use roll roofing tieel a 6 or 12 roof slope, steel wall pipe for a chimney, a couple of pot barrel stoves, a coal fired cook stove about 12 feet long, iron skillets, big thick cups for coffee that holds a half pint, thick plates, a 30 foot-long table with gallon buckets of molasses honey, jellies, rea buckwheat from Preston County, about three kinds of meat and biscuits. Benches for chairs, a regular eating time or you wait for the next meal build the bunks against the wall, one over top of the other and make everything original as far as possible. Have a barn with two pairs of horses about 2,000 pounds each. Proper harness hoods over hames (Webster shows no such word, but that is what everybody calls them) grabs, grab maul on lett hame, good long check lines, J-grabs, log hicks with real caulked shoes, stagged pants, John Ritchie green and black or red and black checkered shirts
with real logs about onewalf mile from camp close to the railroad. You must have a siding with the loaded-some half loaded, to make it look real as the to make lt look real as the train pulls up to CampNo hicks and horses in the real hicks and horses in the real act, it might be well to have the hicks stay around at night to tell tall tales about logging train wrecks, how to file a saw, champion hicks, and lobby log stories. You could let the kids ride the log horses if they weren't too tired from putting on a 15 -minute audition each day.

The year 1940 saw West Virginia Pulp and Paper sell the assets of Cass to Mower Lumber Company, but only a part of the quarter of a million acres in the original tract. In fact, 65 thousand acres on the upper end of Cheat River (river on top of a mountain), the remainder of the quarter million acres was acquired by the overnment and is now part of the National now West Virginia Pulp and Paper also sold to the Western Maryland Railroad, 93 miles of track intact from Spruce to Slate Fork down Elk to Bergoo.
still in use today.
The only virgin timber remaining from this tract is 130 acres known as the Hamilton Wedge, in dispute for years, finall settled, and is now, finally settled, and is now a part of the National off State Roure 250 just off State Route 250 near Gavineer fire tower and is held in reserve for people to view nature at its Cass
Cass, like Tioga, Diana, Bergoo, Holly Junction Jerryville, Three Forks, and Cherry River, yielded to automation or lack of timber. The West Virginia Legislature, under the guidance of W W, Barron and now Governor Smith, and now Governor Smith, is trying to give the Town of Cass new life with an old time scenic railroad. Last year 33,000 people plus the politicians, took the four-mile trip through the switchbacks, getting hot cinders in their hair. The rush, the Shay engines, new faces have given hope to a dying town. The Cass Scenic Railroad tully developed to the original style of logging such as existed at Camp No. 5 or 29, could be the biggest tourist attraction West Virginia has ever known. It must be original and somerhing worthy to

\section*{Welcome to \\ Pocahontas county and it's Many Attractions.}

The Cass (West Virginia) Scenic Railroad
\(\square\)
Pocahontas County and it's Manu Attractions


PEARL S. BUCK BIRTHPLACE MUSEUM

Paper anc Western Maryland to the road, 93 miles of Raitintact from Spruce to Slate Fork down Elk to Bergoo. A part of this railroad is
existed at Camp No. 5 or 29. could be the biguest Virgini attraction West must be original and something worthy to arract the tourisis dollan

\section*{County and Attractions...}

pocahontas county historical museun

\section*{For a PREE}
 on pack on attractions, pocahontas county tourism commiscion much PO. Box 275. Marlinton, WV 24954 much m write:

NAME \(\qquad\)

ADDRESS \(\qquad\) CITY \(\qquad\)
\(\qquad\) \(21 P\) \(\qquad\) PHONE ( \(\qquad\)

\section*{Cass Scenic Railroad Memory}

Covetinual From Page 1 dreindid，so did the staim railroad log engines and rams and eventually the lowa was sold by Westraco to Mower Lumber Company in 1942 ． The sawmill worked on shirt per day through the 1940 s and 50 s and eventually ceased opera－ thons in 1960．The town of Cass and the steam logging railroad town seemed doomed．The railroad and machine shop was sold to Midwest Junk Yard located between Bell and Mont－ gomery for about \(\$ 50,000\) and Cass shops，engines， were being dismantled for junk and the town suffered massive unemployment．
Mr．Jim Comstock， ＂Hillbilly＂of Richwood， along with two pals，J．C． Cruikshanks，an Ivydale merchant，turned politic－ lan，along with the help of the WV Legislature， bought out the Midwest Junk Yard，Cass Railroad assets for \(\$ 125,000\) on a \(\$ 75,000\) margin of profit．I was a member of the legislature at the time and they threatened to ride me out of Webster Springs on a rail for voting to buy the old Mower Lumber Company assets and the leftover steam railroad nyine：＂1，5，7，the shops
ever made．I personally and the public must thank ＂Hillbilly＂Jim Comstock and Mr．J．C．Cruikshanks and Dr．Bernard Poindext－ er，a member of the legislature from Cabell County，and a local Huntington dentist．The people who did the job to save the great WV tourist attraction，the Cass Scenic Railroad，were these men．
By 1963，the railroad purchase was completed and accepted into the WV State Park system and tourist trains were running halfway up Cheat Moun－ tain to Whittaker Station Five years later with \(3 / 4\) million dollars of railroad contracts by Mountainer Construction Company of Charleston and Given Construction Company of Upper Glade，Webster County，（D．P．Sheriff Given，Hercy F．Given，and Ralph K．Given， d ba Given Construction Company） the railroad was rebuilt and tourists were riding and enjoying the scenery from Cass， \(121 / 2\) miles up Cheat Mountain，to Bald Knob．
The last ride on the old Mower Lumber Company abandoned railroad tracks was with the 90 ton \＃1 engine in 1961，with＂Pop Good＂at the throttle ouded with politicians
purchase from Midwest Junk Yard．The \＃1 Mower Lumber Company railroad engine was later painted stripped and relettered and stripped and relettered and Maryland Railroad Mu－ seum in Baltimore for the biggest Shay in the world the \＃6 190 ton Western－ Maryland Shay used to haul logs from the headwaters of Elk and Bergoo Creek to Old Spruce and pulpwood that went to Spruce transferred to Mower Lumber Com－ pany Railroad down Cheat Mountain，through both switchbacks and transfer－ red to the mainline railroad from Durbin to Ronce－ verte，and re－routed to Covington，VA，which was used in the pulp and paper mills in Covington．The famous \＃6 Shay was used for two years as an excursion run from Cass to Durbin．The \＃6 was tried on Cheat Mountain but it was too big and couldn＇t work properly on the steep curves and was continually causing track problems．A fellow by the name of Sommerville，the railroad track foreman for Mower Lumber Company for years，had informed the shop people，Pop Good， Leonard Long，and all of that the HO would noineers
between Cass and Durbin The amateur politicians of WV let the railroad from Durbin to Cheat Juncrion vanish as well as the West a Mell Western－Maryland rail road from Elkins to Parsons，Thomas and Davis．The politicians of WV never did have any long range planning．All the railroads in WV ar potential scenic railroad attractions．The railroad in my town of Webster Springs to Bergoo and Slaty Fork would be an excellent scenic railroad for WV and a business boom or re－ birth of business for Webster County．

The West Virginia Department of Natural Resources has purchased the town of Cass and are rebuilding wooden side－ walks and company houses．Cass is a real tourist attraction with houses to rent．It is no longer merely a fast railroad ride．It is a complete stopover．A wildlife museum，nine modernized company houses for rent furnished with everything but food， and can accommodate eight people．

The Cass Showcase，a \(10 \times 40\) scale model of the town（complete with scale
trains) as it appeared in its
ahout 11 mph ，are equapped with drive shafts and reducing geats，instead of side rods．Every wheel on the engine and tender is a drive wheel，giving the Shay tremendous traction． The Shays climb an \(11 \%\) grade， 11 feet for each eet feet－a grade of \(2 \%\) is

\section*{Cass Scenic Rai Dinner Train}

Cass Scenic Railrcad has announced the schedule for its 1989 series of popular dinner train rides to Whitraker Station． These special runs will be made on Saturday evenings at 6 p．m．beginning June 10 ，and will be offered June 17，July 1， 15 and 29， August 5 and 19，and September 2.

After an exhilarating ride to Whittaker Station， passengers will be treated to an old－fashioned West Virginia barbeque with live entertainment from various performers． Entertainers will offer a variety of programs including old－time rail－ roading songs，folk， country and traditional music．Prices for these
outings and \(\$ 1\) reserva：

\section*{nory}
ween Cass and Durbin. \(c\) amateur politicians of \(V\) let the railroad from Ibin to Chear Junction ish as well as the stern-Maryland raild from Elkins to sons. Thomas and is. The politicians of I never did have any range planning. All the onds in WV are ntial scenic railrcad etions. The railroad in town of Webster nes to Bergoo and Slaty would be an excellent E railroad for WV, business boom or reof business for ter County.
c West Virginia rtment of Natural mors has purchased wos of Cass and are laing wooden side-
 i. musewm, nine fralise 4 company E for tees farnished monntives hot fooul. an mocomstaodate CANS powie model of the जwyuto wanh acale e if er mewand in min
about 11 mph , are equipped with drive shafts and reducing gears, instead of side rods. Every wheel on the engine and tender is a drive wheel, giving the Shay tremendous traction. The Shays climb an \(11 \%\) grade, 11 feet for each 100 feet-a grade of \(2 \%\) is
standard for rod engines.
A trip on the Cass Scenic Railroad, a visit to the museum, the memory of the railroad buff, the hot cinders, the shrill whistle on top of Cheat Mountain, the sweater you forgot-it will be a great memory for the future.

\section*{Cass Scenic Railroad Dinner Train Set}

Cass Scenic Railroad has announced the schedule for its 1989 series of popular dinner train rides to Whittaker Station. These special runs will be made on Saturday evenings at 6 p.m. beginning June 10 , and will be offered June 17. July 1, 15 and 29, August 5 and 19, and September 2.

After an exhilarating ride to Whittaker Station, passengers will be treated to an old-fashioned West Virginia barbeque with live entertainment from various performers. Entertainers will offer a varicty of programs including old-time railroading songs, folk, country and traditional music. Prices for these
outings are \(\$ 22\) for adults and \(\$ 15\) for children, and reservations are required.

Cass, West Virginia, site of the scenic railroad, wasa lumber boom town of the early 1900 s, and the original Shay steam locomotives, which now haul passengers, once hauled lumber from the surrounding mountain ridges. Lodging is now available from any of the 12 restored "company houses" in the town. These vacation cabins offer everything needed for housekeeping except for food and personal items.

To make reservations or for additional information, call toll free 1-800-CAL-WVA.

\section*{FARES \\ Adult \(\$ 8.00\); Child \(\$ 4.00\) Whimaker Seation .......... Adult \(\$ 8.00\); Child \(\$ 4.00\); Child \(\$ 5.00\) fald Koobl}


The mountain
destroyed the railroad
has taken away from Cass,
the Showcase has returned
Shay engines, and the \#5 Hysler, cruising speed

\section*{Midland Railroad}

Continued From Page 1 The West Virginia Midland Railroad went into operation for pessenger service in 1908; the first Depot Agent in Wehater Springs was our present Circuit Clerk, Mr. G, Jackson who was agent from October 8, 1908, until 1915 when he was appointed postmaster at Webster Springs, WV. The West Virginia Midland was owned and operated by John I. McGraw who also owned and operated the Webster Springs Hotel, a threestory all wood, 265 bedroom hotel with one of the first elevators in West

Virginia with excellent dining service and porters and buggies (horse drawn buggies) coming and going like a working bee hive-a big ballroom with all the up to date dance bands nightly. The days were spent taking hot salt sulphur baths and traveling over our then famous boardwalks known as
lover's lane.
The farned steam chug
buggy left our town of Addison at \(7: 20 \mathrm{a} . \mathrm{m}\). for the 31 -mile journey and connected with the B\&O steamer out of Richwood at Holly Junction at 9:30 a.m. The passenger train consisted of a narrow gauge (36 in.) Shay or Climax Engine with three passenger cars that would seat 35 people to the car and for years they stood in the aisles. From the start the train nosed its way around curves up and down hills over the trestles, the Clifton trestle was 87 feet high, built out of chestnut poles in a 45 degree angle and as you crossed the trestle you could look down and see the fire in Mike Hiner's chimney. If the train was overloaded on the return trip in the evening they would stick on the trestle and the passengers had to get off and walk across, so my good friend Mr. Ernie Bogson tells me, and a story that has to be true because it was the day before Jack Dempsey became world champion by knocking out "Jess" Willard in the
fourth round of their championship fight at Toledo, Ohio, July 4, 1919, and all this information was furnished to Mr. Gibson, the Sutton baseball team and band at Holly Junction by radio on Jul 5, 1919 on their return to Sutton.
Mr. Jackson, the Depot Agent who got \(\$ 100\) per month for his services said Warrick Gumm could blow a mean whistle when he had customers lined up buying tickets of any man he ever seen. For that 62 mile round trip, Mr. Gumm got the full amount of \(\$ 2.25\).
Yes, the West Virginia Midland Railroad and the Webster Springs Hotel, promoted by Senator Johnson N. Camden and Col. John I. McGraw, who believed in advertising and placed pictures of the famous hotel and railroad scenes in all subways in New York City; a self promoter with imagination who promoted his dreams into reality and carved a railroad through mountains and scenic beauty which showed a panorama of rural life at its best, as cattle, sheep and horses could be seen grazing in the fields and according to the
season, farmers could be seen plowing, planting or harvesting from spring until the first snowfall.

On June 20, 1925, with many guests there with the famed hotel open for summer, a fire originated in the south wing, quickly reduced the famed hotel to ashes. The roaring, crackling flames leaped high into the heavens, lighting up Webster Springs to a brightness equal to that of noonday sun. Huge sparks and ashes floated a distance of a mile and a half. The light reflecting against a starless sky and the mountain sides looked weird and awesome, and the fanfare of a big city hotel among the hills disappeared and the tourist trade and strangers disappeared from our town. The little chug buggy continued with passenger service until 1928. In 1929 the railroad was sold, John A. Ford getting the section from Diana to Holly Junction for logging purposes and the remainder going to Pardee Curtin Lumber Company. The railroad served as a legend in its heyday and would be worth a fortune intact today as the scenic attractiu.1.

\section*{GROUP RATES}

Minimum 15 Persons
Whittaker Station ......... Adult \(\$ 7.00\); Child \(\$ 3.50\)

SPECIAL SATURDAY NIGHT TRAIN RIDES

Includes:
West Virginia Barbecue
Live Entertainment
Train Ride
June 10 and 17
July 1, 15 and 29
August 5 and 19
September 2
**BY RESERVATIONS ONLY**
Adult \(\$ 22.00\)
Child....................................................... \(\$ 15.00\)
SPECIAL TRAINS
SENIOR TRAIN - September 9
HALLOWEEN TRAIN - October 28
Adults \(\$ 10\); Children \(\$ 5.00\)



\section*{The Old Cherry}

\section*{Apd 21, 1965 \\ 4.evili, does owe trey} fed hartarise of hopen ders atrel power ans were odingown, when wowlhide "Slot George" i'foren of teff wold b doer pulifers whash made the hada smasally happ shen 25 er 30 hicks woul switer the George on a bis poviar white and auft the Georee watal they all became is happr at iarks; when the Shay engine was kiap, when overhead nidfers were rops in ligarine when men pulled the crose cur for 10 hours and flend their muscles and syraped sheir beds with berovenc (limp oil) mo keep the lenthues from thriving on thrir nurples blood: on their surplus blood: where food was considered mogn is cuplating whecher bey waip No. 29 or 53 York at memaries such as these are cherialied to fea today. My comments for this story wert gatnered trom a local

Webever County man, Mr George Gumm, a proud Eefined railrcad enginec who deatly loved the of whys and rods and at one time or anocher during his bone career as an engineer had command of the throctle of abour every engine on the Cherry River Line from 1906 to retirement in 1954.
When Mr. Gumm tarted working for Cherry River Lumber Company River Lumber Company, une 1, 1906, on the South Fork of Cherry under the guiding hand of Captain Chariey Armstrong, the railroad consisted of 150 miles of track with Shay engines No. 1, 2, 4, 6, 7, 8, 10,11 , and 12 (cost about \(\$ 4,000\) each ), and all used to gather and haul logs loaded with Barnhart Sream Loaders, considered tops ar that time. They had in use ar that time approximately 200 rattler log cars, 100 pulp and tanbark rack cars-they traveled over South Fork of Cherry, North Bend Little Laurel, up Hills Creek to Kenison Mounrain, to Cran berry Bottoms and Dogway. Dogway at one time had a church, school, big store and 75 houses. We must mention Rod Engine No. 3, 5, 19 and 13 which were much faster than the whays. The

Rod Engines were used to hift the yard and make the daily run from Richwood to Gauley Mills to supply a double band mill with 75 . M board feet daily. All the engines mentioned above were standard gauge-the railroad grading was done by hand with picks and shovels and crews of 25 and 30 men who arved out a mile of railroad grade with good luck in five working weeks.
The different forks of Cherry, Cranberry and Dogway covered with Dogway covered was really on virgin timber was really on the move from 1906 to 1914 and at one time had seven camps with at least 100 men each with plenty of work, excellent food and plenty of bedbugs. The shrill whistle of the steam engine, the chugging of the Barnhart loader, the visit of the supply train which visited each camp once a week with supplies, feed and hay for the horses as well as clothing, tobacco and food for the men. Wood hicks have been known to stay in one camp as long as six months before going to town. Many, after working six months have gone to town and blown six months wages in one weekend.

Tales of teams of horses
survive and a few train wrecks are still vivid. Elzie Bailey wrecked the No. 2 shay, 65 ton engine on Little Laurel and was going up a steep grade with one up a steep grade with one flew up with wheels flew up with wheels springing forward,went back down the hill, rolled over in a curve and killed him. Another wreck on Barnashee Run on Cranberry No. 7, 70 ton shay with six loads, six empties, a Barnhart Loader on eight percent grade, run \(3 / 4\) mile, wrecked and killed Frachier Adams, engineer Joe Taylor, conductor, Russell Berry, brakeman
One would have to
One would have to remember the Company Doctor, Jim McClung, who rode engines, motor cars, horseback, and helped and aided the sick, as the quest for virgin timber made Richwood the hardwood capital of the nation.
During the 20's Richwood was really on the move with the largest tannery in the world, and a clothes pin factory consuming \(24-\mathrm{M}\) feet of logs daily and the virgin timber of all forks of Cherry gone and the old Shays and Rods on the move to a new field and a new territory of Williams ams and Gauley Rivers. During
and new ways were being eveloped and the stearm shovel, the great earth nover, was making great strides and the days of making railroad grades by hand would soon disappear. New names-Jim Sarrani, Lew Lombard and Dick Palmer-had appeared on the scene as railroad grading contractors. The first Thew steam shovel had rails but no pads; they had four mats to move on made out of \(6 \times 6\) woodthe two surplus mats were moved as the shovel advanced. The shovel had its own water pump and pumped water to make steam from a nearby river or creek and on occasions, water was hauled in a tank on a sled pulled by horses. The coal (usually about four tons daily) was wagoned from the closest available supply.

The year 1921 saw Cherry River Boom \& Lumber Company reach Three Forks of Williams River and the hub of town and the railroad shops were built and the work of Sarrani, Lombard and Palmber had seen progress move on. Appearing on the scene were new namesBilly Hawks, trainmaster; oe Greer, assistant; Webb Hollifield, woods superinHollifield, woods superin-
tendenr; Patty O'Brien and
in 1926 Charley Badgett in the driver's seat and a great trader. I remember buying stacks of lumber from him-so much for this one and so much for than one (no scale). Charle Hanrahan (scaler) used to ask me, "Did you cheat him today?".
Cherry River, during the 20's and 30's had two trains a day, six days a week to Richwood. They had acquired new Rod Engines Nos. 15,18 , and 26 which Nos. 15,18 , and 26 which were used to make the runs from Three Forks to Richwood. Their usual run consisted of about 50 cars of logs. They always dropped off about 10 or 12 cars at Gauley Mills, although George Gumm on one occasion pulled 63 from Three Forks Gauley Mills. During tt 30's Three Forks had grown to quite a town, three-room school. church, big store andabout 75 houses, boarding house, a dentist, Dr. George Dyer (now at Beckley), a daily railroad bus that carried the mail and passengers.

The virgin forest of Williams' lasted approximately 16 years and the year 1963 saw Three Forks become a ghost town. The quest for hardwood was moved to the headwaters of

\section*{The Pardee And Curtin Lumber Company Railroad}

An-lever in
Arelyost
and yeve or from

Junwary 20, 1907
This yhary bo intended to oveve the operation of the Pridee Cursin Lumber Candany To pronetly do time oot must tell of the fiem humbering opcrations in Webster County,
carried on by Smith and

Gilligan, who floated logs down Elk River to the Charleston Mills. This concern had the pick from the virgin forests, cut only the finest soft wood, and paid the owners 25 cents per tree
General Curtin also

\section*{Cherry River Boom And Lumber Company}

Continued From Page 4 Ginuley and Cherry Rivers moved hock, stock and karrel to ferryville. Gauley Mills had faded away with the flood of 1932 -their tridge \(\quad\) wis pone and the big iteam engine had broken downabout the same time, never to be repaired, malnly becsuse the virgin forert was fast disappearing

The year 1943, during World War II saw Charley Badgert go the way we shall goat the end of our allotted time. The B\&LO Railroad made major changes in their railroad in order to move the coal from this section. The shops were built at Cowen, and the pur to Donaldson was built. The old Cherry River line from Donaldson to Cauley Mills by way of Gauley River was disconrinued. Jerryville, by 1950 was a booming communiry, alrhough most of the
timber was gone, the change to coal had been made at thattime. Jerryville had a four-room school, church, railroad yard, 100 houses, store, boarding houses, and a new mining house and a new mineek. town in Straight Creek. Although the great Badgett was gone, his shoes were ably filled by Carl Umbarger. A new name had appeared on the scene-Ray Maust, and at the present time he is one of the biggest operators of of the biggest operaters of coal in the United States of America. He is a stripper, gutter and a man who really knows how to get the coal. The old Cherry River Boom \& Lumber Company was purchased by a wildcatter by the name of Rudolph, who later sold the mill to Ritter Lumber the mill to Ritter Lumber Company, and was further transferred to the present owner, Georgia Pacific. Most of the railroad is gone. The old Shay engines
began operations in date. The Pardee Curtin Company cut thousands of acres on Back Fork, Grassy Creek, Holly and Laurel This timber was floated down Elk to Sutton during down Elk's first during
operation from 1888 to approximately 1900. It is not clear which of the major companies was the first to establish a mill in Webster County, Mills was built 85 years ago by the Camden interests in
and Barnhart loaders were either sold or yielded to the scrap pile.
George Gumm, in 1948, moved the big Shay, 100 Nons No 17 from Richwood to Tusculusa Alabama where it was sold Alabama, where it was sold to Levin Mining Company Mr. Gurnm was with the big engine 22 days on the railroad to see that it was properly greased and stayed two weeks after arrival to make sure old No. 17 was in good working order.
When Nos. 3 and 26 yielded to the scrap or sale, they purchased a steam Malley No 482 for Malley, No. 482 for haulage of coal from Jerryville and Straight Creek to Cowen

The last man to yield to death on the old Cherry River line was Grover Hamilton on the South Hamilton on the South Fork of Cherry, Septembe

Erie, \(3 / 4\) yards shovel or ditcher built on a log car. It upset and scalded him to death. One could go on and one about Ray Maust, the blowing of a bridge at Slaty Fork, the strike at Jerryville, and the Gauley River dynamiting of No. 482 in October 1954. Talk about many wrecks such as rod engine No. 18 out of Straight Creek. In fact, a book could be compiled worthy of anyone's time. If you are really interested, here are five men still living who started with the old Cherry River Line in 1906. I am sure anyone of the following, Earl Webster, Richwood, retired shop man; Ray Bryon, engineer, Richwood; Walter Straton, somewhere in the west: Artenier Ramsey engineer Artenier Ramsey, engineer, Richwood; and George Gumm of Webster County, could give you hours and hours of detailed information.
connection with the West Virginia-Pittsburgh Railroad. In 1907 this operation was taken over by the Cherry River Boom and Lumber Company The mill was operated by that concern until 1931 The mill, at its peak, cut 125,000 feet per day, Logs were hauled from W illiams and Gauley Rivers, over its own private railroad, with

\section*{fines, all still living.) 1} terminals at Three Forks and Jerryville, WV

Another mill of importance was built at Arcola 55 years ago, which cut more than 150 million feet of lumber during its operation. This mill was owred and operated by the Howard Lumber Com pany. At its peak they employed 150 to 200 men and their capacity was 35,000 feet per day. Their timber stood principally on Gauley River and was hauled from Bolair over a narrow gauge railroad, (See Charley Sandy, Bolair, for Charley Sandy, Bolair, for faimation pertaining to loaders.
H.B. Nichols, White's and Henry Cool operated the mill and narrow gauge railroad at Diana, with a capacity of 25,000 feet per day. (See Goodridge


White, H.B. Nichols, expect to do a complete story on the Diana operation and old engine No. 33 and the wreck at Charley Malcomb's sand cut. The engine with Merchie Hines, engineer, Leck Clevenger, fireman, Stuck Hall, conductor, and Dick Sizemore, brakeman, hit a cow and the engine and landed in Holly River. Yes, there is a lot to the Diana story, but it's tough to thread the needle and assemble.
Skyles

Skyles, near the BraxtonNicholas County line, was the site of a large mill with a capacity of 30,000 fee daily. A narrow gauge BEO O and ola Pitrshurgh BEO and old Pittsburg Railroad at Erbacen. This was known as the DavisEakin Lumber Company Mill.

Wainville was the site of the Webster Lumber Company Mill. To thread the needle here is hands frequently-from Hall, to S.A. Morton. impossible. It changed Brooks to Harmont, to

Erbacon was the scence Erbaconbering by Henry Waggy and his son William, the father and William, the father andfather of Rafter Page 6

DUTCH'S RESTAURANT
(First Restaurant on Rt. 15)

\section*{Pardee And Curtin Lumber Railroad \\ harrs. If they were out 13 hours. If they were out 13
hours they were allowed hours they were allowed eleven. If they loaded 24 ars before noon they still got a day. The loader man \(\$ 250\), tong hooker \(\$ 2.25\). \(\$ 2.50\), tong hooker \(\$ 2.25\), fireman \(\$ 1.75\). Each man peyed from 45 cents to 50 cents a day for board and room. However, the train crews could stop and eat at any log camp with no charge. All log camps had the finest of food, long kinds of meat, jellies, kinds of molasses, or just honey, molasses, or just wanted. Sleeping condiwanted. Sleeping condi Bedbugs and graybacks Bedbe the using of lamp oil to spray your bed necessary for a good night's sleep. for a good night's sleep were spent spinning tal were spent spinning tall Lee Gadd and others used Lee Gadd and others used to make the rounds to the camps selling clothing, watches, etc. Some have been known to peddle "George" (a high powered snuft) that make the hicks' imagination wander to dreamland, known as they dreamland, known as they U-Pine-Inn in Richwood,
the Greasy Front in the Greasy Front in
Webster Springs, or Hell's Half Acre and the saloon in Camden on Gauley. he whole operation. A railroad bus made daily runs, from Curtin to
Brock's bridge and back, Brock's bridge and back,
hustling the public, log hicks, and mail to and from the camps. The main line engines ran from the three mills to the railroad junctions. The old Shay went up the steep hollows and gathered the logs for the mills. At Curtin, Hominy Fall, and Coal Siding, the band mills were \\ meh realised the danger jumped to safery, and were unhurt. Jim Smith, one of the finest in 36 gauge railroad buasing, gaderupin the engines and loaderupin onek to the Curtin shop where they were repaired and put back in operation. The No. 4 engine, run by Tilden Brown, fireman, Walt Good, conductor Bob Mullins failed to take and on the head of Anglers Creek and the engine and 12 loads left the track and upser. All men jumped from the train to safety. \\ The No. 5 engine, run by Von Clark and fireman John Petit and No. 7 , run by Lee Cole and Roy Sparks and Bob Warbutton and Joe Roberts, loader men, and Flem Wilson, conductor, had a run away in the hollow above in the heivasy on Meadow Creek. Von Clark jumped from the No 5 engine, hit a tree and killed himself. The and killed himself. The \\ The Curtin operation in Nicholas was big, employment good, wages cheap, living conditions also cheap. Old General Curtin was considered an honorable man. He cancelled many store accounts at the end of each accous of each year. He also paid hospital bills for many of his
employees. How well he got along with Thornt Hennings, John Cochran, Lee Gadd, and the bays \\ is unknown. But, the image of a staunch gentleman, General Curtin, remains in
the minds of many yet today. \\ The year 1928 saw the hardwoods and virgin timber disappear and the three mills of Hominy Falls, Coal Siding, and Curtin came to an end. Flem Wilson got the nod to pull stakes and embark to Bergoo, Webster County; a task that required many \\ Shays could make their journey to Bergoo and their
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\title{
Page 6 \\ Pardee And Curtin Lumber Railroad
}

Continued From Page 5
Waggy, now living in Charleston, WV. The elder Waggy logged 10 thousand acres on Missouri Run.

The Birch Valley Lumber Company was a big operation at Tioga for many years.
I bring you this brief introduction of Webster County's lumbering industry so you might fully appreciate the Pardee Curtin history making story. This information would have been impossible without the help and cooperation of Webster County's senior citizens. These people are deeply interested in restoring the traditions and legends of logging, Shay engines, actual life and living conditions in the rugged days of early sawmill operations.

In 1873, Taylor County, Grafton, WV, the Pardee Curtin Company started a small sawmill which erupted into one of the leading lumbering and mining companies in the atate of West Virginia. The Cartin assets moved from Taylor County to Sutton, Berzton County in 1886

hours. If they were out 13 hours they were allowed eleven. If they loaded 24 ars before noon they still got a day. The loader man got \(\$ 3\) a day, conductor \(\$ 2.50\), tong hooker \(\$ 2.25\), fireman \(\$ 1.75\). Each man payed from 45 cents to 50 cents a day for board and room. However, the train crews could stop and eat at any \(\log\) camp with no charge. All log camps had the finest of food, long tables with two or three kinds of meat, jellies, honey, molasses, or just about anything you wanted. Sleeping conditions were always poor. Bedbugs and graybacks made the using of lamp oil to spray your bed necessary for a good night's sleep. The long winter evenings were spent spinning tall tales of every description. Lee Gadd and others used to make the rounds to the camps selling clothing, watches, etc. Some have been known to peddle "George" (a high powered snuff) that make the hicks' imagination wander to dreamland, known as they U-Pine-Inn in Richwood, the Greasy Front in Webster Springs, or Hell's Half Acre and the saloon in Camilen an Captey


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Curtin was the hub for the whole operation. A railroad bus made daily runs, from Curtin to Brock's bridge and back, hustling the public, log hicks, and mail to and from the camps. The main line engines ran from the three mills to the railroad junctions. The old Shay went up the steep hollows and gathered the logs for the mills. At Curtin, Hominy Fall, and Coal Siding, the band mills were cutting away daily, each trying to outdo the other. The average cut for a 10 hour day was 40,000 feet. The Hominy Mill holds all records. A fellow by the name of Albert Lynch decided to set a record, yarded back his 16 -foot logs for a few days, and one day the Hominy Falls Mill cut 78,000 feet in 10 hours. This record stands, as a lgosend of history, as the most cut in any one day daring the Curtin operations in Nuholes County

The railroad, in Deep Well, near Summeravills.
in the hollow
Leivasy on Meadow Von Clark jumpe the No. 5 engine, 1 and killed himst others made it to

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men realised the danger, jumped to safety, and were unhurt. Jim Smith, one of the finest in \(36^{*}\) gauge railroad building, gathered the engines and loaderupin one day and shipped them back to the Curtin shop, where they were repaired and put back in operation.

The No, 4 engine, run by Tilden Brown, fireman, Walt Good, conductor, Bob Mullins failed to take sand on the head of Anglers Creek and the engine and 12 loxds kft the track and upwet. All men jumped from the train to safety.

The No. 5 engine, run by Von Clark and fireman john Petit and No. 7, run by Lee Cole and Roy Sparks and Bob Warbuttoon and Joc Roberts, loader mon, and Flem Wilson, ansdactor, had a run away is the hollow above Levivasy on Meadow Crock. Vow Clark jumped from alle Na. 5 orgine, hit a tree
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John Petit and No. 7. run by Lee Cole and Roy Sparks and Bob Warbutton and Joe Roberts, loader men, and Flem Wilson, conductor, had a run away in the hollow above Leivasy on Meadow Creek. Von Clark jumped from she No. 5 engine, hit a tree and killed himself. The others made it to safety.

The Curtin operation in Nicholas was big, employment good, wages cheap, living conditions also cheap. Old General Curtin was considered an honorable man. He cancelled many store accounts at the end of each year. He also paid hospital bills for many of his employes. How well he got along with Thornt Henning, John Cochran, Lee Cindd, and she boys.

 Hinhown. Bur, we mage However, this was soon altered and the mill at Bergoo was on its destination to a lifetime cutting of over 190 million board feet.
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A special BS:U Railrced car was built with a narrow gacye track and the Shay mewses were run on the BGO cae for shipment to Falmer, in Braxton Cowstry. The journey from Palmer, to Webster Srrisge, to Bergos, over the WVAht lailfond, wis nomuribing to be tallind dhowe. Some of the engines sipved in Thinter as longe as toe vere. The fat of 19, 多 sew Rive Wilsom and Gougs oline gowney to Dhant to gos the N. 1 shyinc, the finat ko metire in

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the compruetion of the third thal of the Weotern Marghand Railonal se the

Jerryville, and in 41 crossed Point Mountain to Back Fork. The same shay engines and loaders used in Nicholas were used in this operation.

Sox Riley was the mill boss with Windy Rose on one side and Harry Duckworth on the other. The lumberyard was so full you could hardly find room for a lumber stack. A major portion of the lumber was exported to England and France, with John T. Alcock of New York serving as broker and featuring wide poplar boards used in England and France as paneling.

The, mill burned at daybreak in April 1941 (unknown day). By 1942, through the efforts of A.W. Corkin, with the help of Shorty Reese drafting, the mill was rebuilt. Mr. Corking, who was formerly with AllisChalmers, as 76, from ounny California, and fetiend when he was called
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The mill ran from 1942 to 1945 , mainly from timber on the Back Fork of Elk and Pointa Mountain. The mill finally closed in 1945 and the mill assets sold to Harrison Lumber Company of Arkansas. The old engines were sold to Midwest Steel and Junk of Charleston, WV. The engines were cut up and loaded at old Red Oak Mine. It was indeed a sad day in the history of narrow gauge railroads when Ross Roy ran old No. 12. with the smokestack and other parts gone, from Red Oak down through Bergoo, across the river to the 'old mill site, where the pafto werc later sold to Ely Thomas Lumber Company of Fenwick, Nicholas County

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Bergoo No. 4, from 1935 to 1959, was a rather good mine with a lifetime production of \(6,498,554\) tons. It was a thriving mining town with 70 houses, company store, school, church, and union hall. The taxis out of Webster Springs kept the road hot bringing the miners to town and back to spend their money.

The No. 5 mine was only in operation from 1945 to 1950, with a production of 501,780 tons.

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Parcoal, or Bergoo No. 1, as operated by Curtin from 1929 to 1936, produced a lifetime production of 995,404 tons.

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Bergoo No. 3 or Licatherwood. which is cootsidernd Berfooc, had a likertithe production, from 1931 io 1947, of 2. 697.772 Bothe At one timen, thefe was an calimezed payfoll of

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Mr. Orkney, from our town of Webster Springs, has worked a lifetime for Curtin-first as a lumber salesman. In 1927 he came to Webster County as store manager, buying and running the Curtin store until retirement. They had Continued On Page 11



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\section*{Paul G. Thayer}

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Thal C. Thayer, a 90lb. ralowad enginet, who was not apposed so make it. because of his sian, his mapinert leather gloves come simost to his ebowx he had to look for neall women' garters to hold the sherves up on his hirr and hos blue railroad handierchief went around his neck ruior, his railrond his neck twicr, his railrond cap apped his eyebrows.
He looked like a midget He looked like a midget
with a circus. His with a circus, His mork made him one of the best raliroad engineers to
ever pull the throttle and blow the whistle for the BEO Railroad. He went to work as a fireman in 1944 and was running as an engineer in 1947 . He started running the 1212 freight engine, later the 1314. In December 1949 he bumped into the passenger run from Pickens passenger run from Pickens to Buckhannon, steam engine \#3113. His first three days in Pickens is something to remember. He started from Buckhannon to Pickens in a 1941 Ford at 7:30 at night and
arrived in Pickens the next morning, at 7:30 and thirty minutes late for the daily run to Buckhannon. They got the train on the move to Alexandra and the conductor came up to Mr Thayer in the cab of the Thayer in the cab of the engine (3113) and said to Mr. Thayer, "You are not running a freight train, we are thirty minutes late." Mr . Thayer said to the fireman, "We will pull into Buckhannon on time." He pulled down the track at about 40 miles per hour for a mile and a sign said 'Track warning, 10 miles per hour.

He never touched the throttle. He said at times he thought the engine and passenger cars were all going into the river. He pulled into Adrian and the conductor gave him another visit and informed him to slow it down, we were ahead of time.

Mr. Thayer ran the Pickens to Buckhannon run for six months and the conductor never talked to him again about his schedule. The second night in Pickens, Mr. Thayer went to bed at the Pickens Hotel as soon as supper was over. He woke up about 12:00 o'clock to go to the Johnny house. The fire had gone out in the pot belly stove. He reached for his to the floor. The fohnny house was on the back
porch of the second floor of the hotel. Mr. Thayer inally made it back to the bed and the Hostler for 3113 informed him and the fireman that the engine and water lines to the passenger coaches were freezing up. Mr . Thayer, the fireman and Hostler had the engine thawed out, heat in the passenger coaches and 3113 and crew was on their way at \(7: 30\) a.m. for Buckhannon.

Mr . Thayer served as engineer on the 5005 passenger train engine from Richwood to Clarksburg. He also blowed the whistle and pulled the throttle on 7608 , one of the biggest steam engines ever in service except the 614, that runs continuously on excursion runs yet today and yearly from Cincinnati to Hinton. The 7608 was 192 feet long from cow catcher to the coupling at the end of the water tank with a 235 lb . steam pressure, held 25 tons of coal and 22,000 gallons of water and was used to haul troop trains all over the United States during World War II.

Mr. Thayer has trained a number of young engineers on diesel. Tommy Bragg, Don Snyder and many many others. He has runon about all the trackage from
and Cumberland, Maryland; there is little trackage in the scope of the BEO Grafton yards that Mr . Thayer has not covered.
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Mr. Thayer wrecked at Orlando in Braxton County in 1958. The first car behind three engineers kicked a rail and 31 coal cars loaded, jumped the track and piled up 6 deep. We were clocked at 39 miles per hour when we wrecked.

Mr. Thayer wrecked two miles east of Cowen on Laurel Creek's steepest grade. We had a loose wheel that wouldn't slow down in a curve and turned sideways and derailed 37 coal cars. There is probably coal on Laurel Creek today. It went all over the hillside. I once wrecked one, the big Ditch, coming from Camden-on-Gauley We came upon a broken hoppers of coal. Every-
body remembers the bridge
fire and the recent wreck at Centralia Tunnel. When you come out of the 400 feet tunnel it is only abou: 40 feet to the 600 feet long bridge with guerders ever 100 feet and over 200 fees down to the water. The day of the wreck the engineer was through the tunnel and on the burning bridge and engines passed bridge and engines passed over the bridge on the steel guerders and clearing the burning ties and hot steel as they slid across the guerders the fuel oil tanks were splitand when the fuel oil hit the hot steel it made a tre the ho steel it made a tremendous fire. Somehow the engineers and train crews managed to put out the fire and save the engines. Mr . Thayer was one of the engineers who helped rebuild the bridge and restore railroad traffic.

Mr. Thayer married a railroad woman. His Charlotte Thayer, was a clerk and telegraph operator in Grafton before they moved to Cowen.

Mr . Thayer was born to be a railroad engineer. He has many good pictures of engines and wrecks and can talk for hours about his lifetime railroad experience. He is a living, walking legend on B\&OO Railroad history. A member of the Cowen Railroad Hall of Fame, Mr. Thayer is a man that all Webster Countiang and West Virginians should be proud of.

Page 8

\section*{Paul G. Thayer}

Paul G. Thayer, a 90 lb . railroad engineer, who was not supposed to make it because of his size, his engineer leather gloves come almost to his elbows, he had to look for small women's garters to hold the sleeves up on his shirt and his blue railroad handkerchief went around his neck twice, his railroad cap tipped his eyebrows. He looked like a midget with a circus. His determination and hard work made him one of the best railroad engineers to
ever pull the throttle and blow the whistle for the \(\mathrm{B} \& \mathrm{O}\) Railroad. He went to work as a fireman in 1944 and was running as an engineer in 1947. He started running the 1212 freight engine, later the 1314. In December 1949 he bumped into the passenger run from Pickens to Buckhannon, steam engine \#3113. His first three days in Pickens is something to remember. - He started from Buckhannon to Pickens in a 1941 Ford at 7:30 at night and
arrived in Pickens the morning, at 7:30 and tl minutes late for the run to Buckhannon. got the train on the mo Alexandra and conductor came up tc Thayer in the cab o engine (3113) and sa Mr. Thayer, "You ar running a freight trai are thirty minutes
Mr . Thayer said to fireman, "We will pul Buckhannon on time pulled down the tra about 40 miles per ho a mile and a sign said * warning, 10 mile: hour.

He never touche throttle. He said at tir thought the engin passenger cars we going into the rivi pulled into Adrian : conductor gave another visit and int him to slow it dor were ahead of time. Mr . Thayer ra Pickens to Buck run for six months conductor never ta him again abor schedule. The secon in Pickens, Mr. went to bed at the Hotel as soon as sup over. He woke up 12:00 o'clock to go Johnny house. The gone out in the po snove. He reachad theve wht ober the to- the floor: The Id house was on the

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arrived in Pickens the next morning, at 7:30 and thirty minutes late for the daily run to Buckhannon. They got the train on the move to Alexandra and the conductor came up to Mr . Thayer in the cab of the engine (3113) and said to Mr . Thayer, "You are not running a freight train, we are thirty minutes late." Mr . Thayer said to the fireman, "We will pull into Buckhannon on time." He pulled down the track at about 40 miles per hour for a mile and a sign said 'Track warning, 10 miles per hour.'

He never touched the throttle. He said at times he thought the engine and passenger cars were all going into the river. He pulled into Adrian and the conductor gave him another visit and informed him to slow it down, we were ahead of time.
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\section*{Asking Politicians To Consider Youth And C.C.C.'s}

\section*{In Shenf Giwn}

Ner pulinal caroer has hun find mi kuspos. plamiten uns hoo-lown sumetrons \(=\mathrm{f}\) leith from ote mos elictent, at well as ise eliectid. Dick Benwon. Ae popolar ate pilier and IT م perate Smanor has had suerchesend as real sick of obe prowest tink. We Lete Central West Vromis weth Aim a speedy viverr. He ts the same minthar defouted me after man thar detcated moc after
dor dirction was over in 1972. In a six-county mexint and in Randoiph Cosnty (Elkins). we apesed the Hyde Park vocing precinct with 3 cans of ballos and 780 voters, to bulloer, no excuses. cacepe Richurd Neely and Larric Bailey had stolen the trlloos during noon tecess and the County Commiswoners, who serve as election commissioners, moved thar they accept the count as eatablished by the election officials on the precinct level and Dick Benson was declared a winner in late August by three votes and a Circuit Court Juder decision. Mr. Benson was the authorized State Senator who voted and used my State Senate
and verved as their speaker of the House of Delegates. At the next election I was elected to the Silver-Haired Senate and was elected as President, but was declared inelisible because 1 would not sign an afficavit that 1 would not run for public office.
In 1958, under President Eisenhower, WV economy was flat unemployment in southern WV was at an alltime high. Unemployment funds were gone, relief and food orders were almost tood orders were aimost
impossible, Red Cross, impossible, Red Cross,
churches and charity organizations were broke. The southern counties of McDowell, Mingo, Logan and Mercer were at a standstill.
As an elected member of the WV Legislature, we organized a committee for distressed areas of WV. I was appointed chairman of the 25 -member committee. I see poverty at the worst with ugly conditions outside toilets with their sticky smells, a clinging odor long after you left the scene, shoestrings dangling from oversized hard-toe mining boots, caps and socks pulled down over thick, dark, dirty hair, thick, dark, dirty hair
checkerboard John Ritchie shirts, etc. Out of this 10 . day, 25 -member committee investigation came the State Temporary ceonomic program (STEP) \(\$ 1.00\) an hour state park work's program, the welfare seed and garden program, and the first \(\$ 30,000\) for food stamps in McDowell County alone, later Mingo, Logan, Clay and Webster and then statewide and now nationwide.
Last year 1985, I had TV in Charleston, five nights weekly that covered Kanawha, Putnam, parts of Clay, Fayette and Boone. I have a TV library, VHS and Beta, thirty-six 30 minute TV shows with various legislators, State Senators and Board of Public Works all on file at my home at 216 River Drive, Webster Springs, WV. They have run as reruns in Webster Springs, Buckhannon and are now running in Morgantown and will run in Elkins immediately after Christmas. I hope the TV cable subscribers of Webster TV Cable Service demand they run the TV Sheriff Given show in Webster Springs, during the January February legislative
politically is simple discouragement. I have been in the political barnyard of discarded Democrat politicians for years. The WV family politician says we don't vote for Sheriff Given. He can't win, he won't pay on the precinct level. He's a loser, he doesn't agree. We don't need him on the team. Election after election the people help me knock on doors - the team gets out their cash political funds, and pay on the precinct level - and if necessary re-finance election day about noon and start giving and buying. I always make them spend hustle, pull their hair, fight among themselves and promise one another and Ward healers political dreams of elephant size.
Jobs are the main issue in WV and the nation. Serious questions should be raised by the WV legislature and our Congressional delegation in Washington, DC about any government or any economic system that can provide jobs to all who need them and are able to work. It is crystal clear with unemployment at about \(15 \%\) in WV and \(44 \%\) for
and national economic system is not able to provide such jobs. The Reagan administration is running wild with space age, star wars, and military and defense contracts, so many and so big that controls have been lax while taxpayers are buying ash trays for \(\$ 100\) each and bolts, nuts, washers and screwdrivers for \(\$ 40\) each. Congress has been brainwashed into approving safety for this nation to the tune of a 2 trillion debt at \(8 \%\) interest while at the same time reducing the standard of living of the middle and working class by tightening of black lung, food stamps, social
security, veteran's benefits, abot contracts, etc. Congress helps themselves and trying hard to make second class citizens out of our citizens. They havesaid amen to Reagan's star wars, congressional benefits, junkets and continue to vote for 2 trillion deficits that our children and grandchildren can never pay.
The great 100 -year flood of Novembet 4 and 5 , is history, and people, towns and government agencies are at the mercy of politicians, both state and national. Think of all the laid off col miners. If th laid-off coal miners. If the Continued On Page 12


\section*{Mike Ross Gas and Oil Coalton} If you are interested in Gas and Oil and need 1,000 acres blocked up Mike Ross can help you. If you are from any of the 18 Latin American Countries and have gas and oil acreage for sale, Mike Ross will buy, sell or help you block up acreage for drilling or selling.

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\section*{Coldest And Highest}

Navene spent part of the pet two months occasions fiv ind on occasions pkink time our the front porch of no it on the Company Store, the ald. Company Store, which ar one ine in the state of the kept about anything and kept wanted, one hean the phuste of old No. 4 Shay engine purchased from Birch Valley Lumber Company, Tioga, WV and now used at Cass as remembrance of old lopsing days and as an excursion train for people from all over the U.S. and forcign countries. At the proent time, old No. 4 ervening some young men is future engincers for the Cass Scenic Railroad when it is completed to Bald Knob. The No, 7 Shay engine, which recently ivited the Mountain State Forest Festival was purchased by the Natural Resources Department from Meadow River Chay No. 5 and No. 1 are two of the original engines left from the Mower Lumber Company, Number 5 is in operation and No. 1 is being completely overhauled and will be 96 eady for service by June of ast engine ro Bald Knob in 1961 with Wally Barron
aboard during the process Project by the State of

Sitring on the store porch, one hears wild tales of Thornt Hennings and Big John Cochran, as well as many others. Somehow they remember more about inces, fist fights, murders, Inces, fist fights, murders, Railroad, was a really busy
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\section*{Pardee-Curtin Lumber}

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The Bardee Curtin Store had many good store managers under Mr. Orkney: Doy Brannon, Parcoal: Brack Davis. hecoul; 1.B, Robinson, Bereos: Georer Barnett of Camden on Gauley. Brgen The Curtin stores sere conaidersd among the bese of company stores in the stane of Whest Virginia. is is dis ariter's optnion that Cartin wxi an manke cosprany it is was the vreet's ofinkon that nerr tas of conl ind mern boud of ham her that Iff Wrbeter County cindl heny bers rawed by ofrien med houndseet. Tor foped farvan and hation now ford rosely, Nhe houk lese a diens dherlial wher dae evarr of twht
many thousand feer of number was sawed in 24 hours ( 242 M feet). They milroad wrecks and snow railroad wrecks and snow them have been in the town of Spruce in its heyday, propulate 500 in 1914, boarding house, post office, school and Dr. Coffer and his pill bag and motor car.
Mr. Walter Good, railroad engineer on the Spruce line from 1927 until 1960, can give you as much or more information as anyone in Cass. In fact, he was the engineer for No. 1 to Bald Knob when the politicians and Mr. Barron took the last ride. He recalls a wreck on the run around in Spruce with a 700 Malley belonging to the Western Maryland. He was running Shay No. 12 , reversing the bar. The 700 hit him again. Shay No. 12 was never run anymore. He said it was really sad to see such a good engine be cut up for junk, as the Mower Lumber Company Engines Nos, 2, 3, 8,9,10,11, and Nos. 2, 3, 8,9,10,11, and 13 got the same treatment later on. He stated to me
that he had a Shay engine off the track as many as 12 dmes in one day.
As you know, Mower Lumber Company had their own shop (still in
teel. On a tough repair job there was no one like John Lowery. He would whittle a pattern for the piece out of wood, then go to the
shop and with the help and advice of others, would cast the piece out of steel.
The present railroad known as the Cass Scenic

Virginia for employment. We are thankful for all the good football players furnished to Webster Springs High School: Jack Nutter, Jim Lough, Grant Lough, Jim Arbogast, Ricky and Larry Curlip. Joe and Phil Harris, Brack Davis, Ed Fincham, Duck Lipscomb, Clyde and Durward Leuikart, Dick and Argel Smith, Walt Helmick, and Frank Darko from Jerryville.

We are proud Curtin sent us Grant Winkler, who works for the State Road, George Crislip, our banker, his wife, a teacher in the local high school, and many othens in all walks of life. I wish for the Pardee Curtin Lumber emplayess of bysone years. and present day employees. ond present day employees.
nuany years of grod health and succoss.
P.S Put a copy of this ging in the atric or under
Ale lond, and forest all the fousakes. I wite ance a twek and perfection is a lud wint ifinies.

Shay engines No. 12 aind 13
(15b tan) exclusively on the eight mile being rebuils makine two and sometimes threr tripe in 24 hours. The CSe from Roncervert to Durbin took 100 cars of lumber, pulp and tanned bark, from Cass almost every day to Covington Maryland. Mr. Good, who was one of the engineers on this run for years remembers the old supply him as much as possithl There were so many people trying to travel from Spruce to Cass, it was dangerous riding on the log cars. Thirteen were all they
could haul and get through the switch backes and they used a brakeman for every two cars. He said the supply car and log cars were overloaded with berry pickers in the summer and an awful lot of hunters during the fall and winter

Mr. Good's wife, still living in Cass, ran the last iving in Cass, ran the last
boarding house at Spruce or Cheat Junction from 1941-1946, and that was the last of the buildings at Spruce. Cheat Junction was the railroad junction berween Slaty Fork and
Elkins. The stearn Malley Elkins. The stearn Malley
of the Western Maryland Railroad stopped for water, coal and orders. It was an enjoyable place for railroad workers to relax and assemble history of storms, and zall tales of hunting and fishing in that story of a snow storm story of a snow which is hard to believe but elements of the same storm were here in Webster Springs. Our very own people of this town were without water and electricity for one week and people from Upperglade and other parts of the and other parts of the Webster Springs from 2 to 5 days. The time was Although I was in Germany at that time, I recall talking to many of our citizens about their conditions during that particular week of by-gone history. Mrs. Good said it started snowing at \(6 \quad \mathrm{a} . \mathrm{m}\).

December 7, 1944 and snowed 36 inches by 11:30 a.m. It kept on snowing for a week and they kept keeping records. In three
> floar
> floar of the bow ond thase, Mr. Good toll me tifitroad put two and there plow the sne takether to Pracks. Mr. Good ran the lead ensine and the snow
came in the window of the engine so badily they of the to stop and shovel the snow our of the cab. Mrs. Good said that during the snow itorm they always had telephone connections with Elkins. The did run out of a lot of items to eat and had to bake biscuits three times a day. It was an experience of a lifetime.
She only had bed room for 14, and was stuck with 20 men and 2 women, and hac to scratch the bottom of the barrel for food It lastec for a full week and they all made if out in fine shape Frorn the ralk on the front
porch of the old Company Forch of the old Company Lumber Compuny comes many a good story. How well they are appreciated by the younger generation and the public is unknown. One thing for sure comes One thing for mind when you to your mind when you mention Spruce, it surely is the coldest and highest
place in West Virginia place in West Virginia

A Trip To Bald Knob
wabbed twy wat and cons and headed down through Randolph, Pendleton, Girant, Hardv. Hampshire.
and Jefferson countie: and Jefferson counties
toward Baltimore to talk with a Mr. Lfliac vice Maryland Railroad in tourist train possible Webster Spriags to
Spruce, to Elkins and possible connections, with the Cass Scenic Railroad The 1.2 mile linking tract Would connect the Cass Scenic Railroad, the Westem Maryland, and the Coo, and make service
avallable to tourists that is svaslabie to tourists that is
unbelievable. If this should unbelievable, If this should a dream. West Virginia could be the greatest tourist attuaction of all the states in the nation.

I talked with Mr. Liliac, who gave me only little he did liseen ro my story, look apreed to let us take a granted permission to take a couple of railroad motor from Webster Springs to

Spruce, through the soenic
wonderland from Benec to Sterland Forom Berpoo We were honoted to have Mr Uitterback, trainmawe of the Elkins branch, axione of our detivers. We wers accompanied by State Senator Mr. Carl Gainer who is also Serate Renirman of the Natural Mr . Bob Phillipes, and Mr. Bob Phillips, his Republican opponent for the urcomine election on youmber energetbe reacher from the local Weboter Letoy Criship School, Mr. as photosilip, was with us as photographes, and he is a reat good one, His pictures so Webriper Will te a credit
for the next for the next generation. Whe were fortunate in the services of Mr. Phillip Bagdon of Alexandria, Virginia, an employec of
Jim Comstock's and the Jim Comstock's and the
"Hillbilly". This young "Hillbill \(\mathrm{y}^{\prime}\). This young man is just starting in joumalism and. his first year as a writer, photographer, and rewspaper man. He was highly Continued On Page 8

\section*{Pacahontas County} WELCOMES
you!


\section*{Coldest And Highest}

Having spent part of the past two months in Cass, WV and on occasions aking time out from work to sit on the front porch of the old Company Store, which at one time was one of the biggest in the state and kept about anything you wanted, one hears the whistle of old No. 4 Shay engine purchased from Birch Valley Lumber Company, Tioga, WV and now used at Cass as a remembrance of old logging days and as an excursion train for people from all over the U.S. and foreign countries. At the present time, old No. 4 serves as a training engine, training some young men as future engineers for the Cass Scenic Railroad when it is completed to Bald Knob. The No. 7 Shay engine, which recently visited the Mountain State Forest Festival, was purchased by the Natural Resources Department from Meadow River Campany Rainclle. WV.
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many thousand feet of lumber was sawed in 24 hours ( 242 M feet). They all remember certain railroad wrecks and snow storms and about all ot them have been in the town of Spruce in its heyday, propulate 500 in 1914, boarding house, post office, school and Dr. Coffer and his pill bag and motor car.

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The present railroad known as the Cass Scenic Railroad, was a really busy place from 1906 to 1913.

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The Pardee Curtin Store had many good store managers under Mr . Orkney: Doy Brannon, Parcoal; Brack Davis, Parcoal; L.B. Robinson, Bergoo; George Barnett of Camden on Gauley, Bergoo. The Curtin stores were considered among the best of company stores in the state of West Virginia.

It is this writer's opinion that Curtin was an recellent company. It is also this writer's opinion that every ton of coal and surry board of lumber that Inft Webster County ahould have been caxed by the tan and board fert. The tepolation at Itryoos. No. 4. whd hartoes and Parcoal were prond poople, who wouncolized for a livelihowal. It is wahneme they had 4e lreme rlae atses of West

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We are proud Curtin sent us Grant Winkler, who works for the State Road, George Crislip, our banker, his wife, a teacher in the local high school. and many others in all walks of life. I wish for the Pardee Curtin Lumber employees of bygone years. and present day employees, many years of good health and success.
P.S. Put a copy of this atory in the artic or under the lock, and forget all the fuistakes. 1 write once a weck and perfection is a had wond fo mes.
which is \(h\) but elemen storm w Webster St own peopl were with electricity 1 people fri and othe country u Webster \(\S\)

5 days. Decemb Although at that tirr to many about tl during th: of by-got Good s snowiny

Decembe snowed 3 a.m. It ke a week keeping

Shay ungines No. 12 and 13 ( 150 ton) were used exclusively on the eight mile being rebuilt making two and sometimes three trips in 24 hours. The C\&O from Roncervert to Durbin took 100 cars of lumber, pulp and tanned bark, from Cass almost every day to Covington, Virginia and Luke Lake,
Maryland. Mr. Good, who was one of the engineers on this run for years remembers the old supply car and tried to keep it with him as much as possible. There were so many people trying to travel from Scruce to Cass, it was dingerous riding on the log cars. Thirteen were all they could haul and get through the switch backs and they used a brakeman for every neo cars. He said the supply car and \(\log\) cars were overloaded with berry pickers in the summer and an awful lot of hunters daring the fall and winter.

Me. Cood's wife, still living in Cass, tan the last bonstling howise at Spruce of Cherat Junction from \(194-1946\), and that was the lase of the buildings at Monatici Clerat / unction was Whe failrond junction lastwoest Siaty fork and filums The wteats Malley of the Xestors Maryland
days it was up to the windows on the second floor of the bourding house. Mr. Good told me that they put two and three railroad engines toge ther to plow the snow off the tracks. Mr. Good ran the lead engine and the snow came in the window of the engine so badly they had to stop and shovel the snow out of the cab. Mrs. Good said that during the snow storm they always had telephone connections with Elkins. The did run out of a lot of items to eat and had to bake biscuits three times a day. It was an experience of a lifetime. She only had bed room for 14 , and was stuck with 20 , men and 2 women, and had to scratch the bottom of the barrel for food. It lasted for a full week and they all made it out in fine shape. From the falk on the front porch of the old Company Store of the Mowet Lumber Company comes many a good story. How well they are appreciated by the younger generation and the public is unknown. One thing for sure comes to your mind when you mention Spruce, it surely is the coldest and highest place in Weat Virginia.

\section*{A Trip}

Some two week: grabbed my hat al and headed down Randolph, Pen Grant, Hardy, Hat and Jefferson c toward Baltimore with a Mr. Lili nresident of the
Maryland Rail reference to a tourist train Webster Spr Spruce, to Ell possible connect the Cass Scenic The 1.2 mile lit would connect Scenic Railr Western Mary the C\&O and n available to tou unbelievable. If become a realit a dream, W/ could be th tourist attracti states in the ni

I talked wit who gave m encouragemet he did listen and agreed to
fook first han granted permi a couple of ra cars on Augu from Webste

\section*{Pocahontas County}

Railloued sfappoce of for Water, cooal and ourders. in
lore in formatron
in Cass. In fact, ngineer for No. Knob when the and Mr. Barron last ride. He reck on the run Spruce with a belonging to Maryland. He \& Shay No. 12 , ec har. The 700 n. Shay No. 12 in anymore. He cally sad to sec encine be cut as the Mower apany Engines 9. 10, 11, and ame troatment seand to me a Shay engine as many as 12 day. mos, Mowct
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could haul and get through the switch backs and they used a brakeman for every two cars. He said the supply car and log cars were overloaded with berry pickers in the summer and an awful lot of hunters during the fall and winter.

Mr. Good's wife, still living in Cass, ran the last boarding house at Spruce or Cheat Junction from 1941-1946, and that was the last of the buildings at Spruce. Cheat Junction was the railroad junction between Slaty Fork and Elkins. The steam Malley of the Western Maryland Railroad stopped for water, coal and orders. It was an enjoyable place for railroad workers to relax and assemble history of railroad wrecks, snowratrorins, and tall tales of hunting and fishing in that ares. Mrs. Good tells a true story of a snow storm which is hard to believe, but clements of the same storm were here in Webster Springs. Our very own people of this town were without water and eliectriciry for one week and people from Upperglade and ather parts of the conasery were aldolined in Webstert Springs from 2 to

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\section*{Pacahontas \\ County}
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\section*{Pacaho
WELCOMES}
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railroad workers to relax and seemervis history of storms, and tail taies of hunting and fishing in that area. Mrs. Good tells a true story of a snow storm which is hard to believe, but elements of the same storm were here in Webster Springs. Our very own people of this town were without water and electricity for one week and people from Upperglade and other parts of the country were sidelined in Webster Springs from 2 to 5 days. The time was December 7. 1944. Although I was in Germany at that time, I recall talking to many of our citizens about their conditions daring that particular weck of by gone history. Mrs. Good said it started snawing at \(6 \mathrm{a} . \mathrm{m}\).

\section*{Decomber 7. 1944 and} seowed 36 inches by 11:30 sam. It kept on snowing for
4 werk and they kepe keeping recoeds. In threc


Page 11

Has up ive tha on the second \(f\) the bowirding Ir. Good told me put two and three ngines together to f snow off the ir. Good ran the be and the snow se window of the hadly they had to shovel the snow ab. Mrs. Good furing the snow y always had - connections 3. The did run \(t\) of isems to cat ) bake biscuits a dasy. It was an of a likerime. If lued room for stack wtth 20 , comen, and had we boettom of f foond It lassed rik and they all an fing a s.ape. 4.po the front cidd cuamprany the Mowet Epretey corves 4) story How F xepermciaited geri greketationt ic is astion forms.
or satie gomthes n3 whens youe was, if asively as and loughest sar Wirgutas

\section*{A Trip To Bald Knob}

Some two weeks ago, I grabbed my hat and coat and headed down through Randolph, Pendleton, Grant, Hardy, Hampshire, and Jefferson counties toward Baltimore to talk with a Mr, Liliac, vice prosident of the Western

Maryland Railroad in reference to a possible tourist train out of Webster Springs to Spruce, to Elkins, and possible connections with the Cass Scenic Railroad. The 1.2 mile linking tract would connect the Cass Scenic Railroad, the Westem Maryland, and the \(\mathrm{C} \& \mathrm{O}\) and make service available to tourists that is unbelievable. If this should become a reality instead of a dream, West Virginia could be the greatest sourist attraction of all the states in the nation.

I alked with Mr. Liliac, who gave me only little encoxpragement, however, be did lioten to my story, phad agterd to gt itp take a look Irat hand We were eranited pertmission to take a complese of railrond mokor cars on Aseust 14, 1970 froms Aesbeter Springs 6o

Spruce, through the scenic wonderland from Bergoo to Slaty Fork, to Spruce. We were honored to have Mr. Utterback, trainmaster of the Elkins branch, as one of our drivers. We were accompanied by State Senator Mr. Carl Gainer, who is also Senate Chairman of the Natural Resources Committee, and Mr. Bob Phillips, his Republican opponent for the upcoming election on November 3, 1970. The young, energetic teacher from the local Webster Springs High School, Mr. Leroy Crislip, was with us as photographer, and he is a real good one. His pictures, on this trip, will be a credit to Webster County citizens for the next generation. We were fortunate in the services of Mr. Phillip Bagdon of Alexandria, Virginia, an employee of Jim Comstock's and the "Hillbilly". This young man is just starting in journalism and. his first year as a writer, photographer, and newspaper man. He was highly Continued On Page 8
by the younger generation and the public is unknown. One thing for sure comes to your mind when you mention Spruce, it surely is the coldest and highest place in West Virginia.
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Jim Comstock's and the "Hillbilly". This young man is just starting in journalism and his first year as a writer, photographer, and newspaper man. He was highly Continued On Page 8


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\title{
The South Branch Valley Of West Virginia
}

\section*{August 14, 1963}

During the process of launching and running a

Virginia tags and they were state cars-probably some political parasite sponging
less a homecoming among the friendly people who migrated to the South

Valley is one of the great farming regions of West Virginia. The poultry

Page 12

\section*{A Trip To Bald Knob}

Continued From Page 7 recommended by Mr. Comstock, and he is, in my opinion, one of the most classical writers on railroad history to come down the pike. His writing, on this trip, will be appearing in newspapers throughout West Vigginia, and in due time, throughout the nation - providing he doesn't become a second "Sheriff" Given and let his hat go to a size number 8 and want to run for Congress or move in on the New York Times for his first full time job.

Mr. E.O. Parker, a good looking, young track supervisor was the driver of the other motor car. He is a talented, slow, easy speaking. conscientious, railroad main, who believed in carrying out his orders on time. We were busy taking pictures, stopping and looking for soritic views that this fine young gentleman will never gocopt another assignment for a group of slap happy tourists serking photo"7)


This tourist attraction, a scenic train always loaded with people from throughout the United States, is a spectacular of wonder. As the \#7, a Shay relic of logging years, almost stalls as they approach the steepest grade in the Cass Scenic Railroad Tour, all aboard experiences a thrill; a thrill which the engineer gives his customers and photographers every day. A shrill whistle, a show, a ring of smoke, a few hot cinders, all add up to a lasting memory to all aboard.

We all have certain day swe will always remember. Maybe it was a church service, a football game, election day, a lecture in high school or college, a big contract, or a fist fight with the Honorable Curt Trent, or a bad story you gave to a ne uspaper, or a good one you failed to get printed, but August 14, 1970 will always be a day of lasting memory with Mr. Utterback, Mr. Parker, Mr. Gainer, Mr. Crislip, and the fine young writer, Mr. Phillip Bagdon. As we regroup the words, write the story, pound the typewriter, dig through pepers, notss and the dictionary, make innumerahbe Eelephone calls, and burs the midnight oil, we feckive no pay and limle or aes bocal herle.


\section*{The S}

Awgust 14, 19 During the launching and contracting bus period of years have the mem elephant, the Job, and the dream wish hogen fhas
first full time foo a good Mr. E.O. Parker, a good looking, young track supervisor was the driver of the other motor car. He is a ralented, slow, easy speaking. conscientious. callroad main. who believed in carrying out his orders on time. We were busy taking pictures, atopping and looking for connic veys that this fine young gentleman will never accept another assignment for a group of slap happy tourists seeking photographers. Department of Narural Resources was courteous enough to lend a helping hand. One of their old, International, beat up trucks picked us up at Spruce for the journey, 1.2 miles over the old disbanded railroad of the Mowery Lumber Company to old Spruce, and the 4 miles through the wilderness and hunters paradise to Bald Knob.

The train loaded with mourists, belching smoke through the tall spruce, amid a stack of clicking camplas Emerged, under tos pock Spectacular and Mald Knob sign hanging to the locust trees some ternty feet in the air (put therse ope Safurday evening by "Sheriff" Civein and braeker, K K . Given and Bet Elaick). This entrance te Case and Bald Knob was a ilfeam of feauty by some porie aichitext, employed by Clisef asd Daily. It was a mackament of grief in


We all have certain day swe will always remember. Maybe it was a church service, a football game, election day, a lecture in high school or college, a big contract, or a fist fight with the Honorable Curt Trent, or a bad story you gave to a newspaper, or a good one you failed to get printed, but August 14, 1970 will always be a day of lasting memory with Mr. Utterback, Mr. Parker, Mr. Gainer, Mr. Crislip, and the fine young writer, Mr. Phllip Bagdon. As we regroup the words, write the story, pound the typewriter, dig through papers, notes, and the dictionary, make innumerable telephone calls, and burn the midnight oil, we receive no pay and little or no local help.

You can do lietle or nothing by yourself. I ask the people of Randolph, Pocahontas, and Webster to help themselves and help sell the idea of a tourist train from. Webster Springs to Bald Knob and from Elkins to Bald Knob. We.fave to do sorpething in Webter Springs beides talk. We nem a road up and down Elk River, the Salt Sulphur Wells and Baths restored and a daily tourist train from Webater Springe to Bald Knot. No ohe man can oo anyuning without the help of the prople. I ask your helpt

\author{
Sincrtely. \\ D. P. "Sheriff" Given
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\section*{Th}
py sneritt vivem and brother, R.K. Given and Pat Elsick). This entrance to Cass and Bald Knob was a dream of beauty by some youne architect, employed by Grief and Daily. It was a monument of grief in construction, a paramount of beauty for the tourist.

Salt Sulphur Wells and Baths restored and a daily tourist train from Webster Springs to Bald Knob. No ohe man can oo anytnung without the help of the people...I ask your help!

Sincerely,
D.P. "Sheriff" Given

\title{
Asking Politicians To Consider Youth-CCC's
}

Continued From Page 9 are human and logical, it would appropriate money and put all these unemployed people to work, tebuilding the flood towns of W/V. However, it is not clear that the federal gowernment is not going to furnish the appropriate help, much less provide jobs on the mass scale as the WPA, CCCisand NYA ine the MCrs. This is whar we noed asd should have.

Thas veser, 1905, has seen Shenifi Gives atfending CCC Fuembies, talking. wrising, buspase for the
youths. It has been a new style of writing, like steak sauce poured over my fountain pen; like ketchup, mustard or lettuce on the burger. It isn't so, writing style is a dish by itself. (Jim Comstock - WV Hillbilly).
A good cook knows how to combine cooking elements in the right amount at the right time with the right temperature, so this writer and cition has strival to makh words and sentenws
to put the pulitisian in the mood to conaider my thome of \(\mathrm{CCC}^{\prime}\) 's flawhe. and WV mexnytiqum it
requestel plasterer Branch Virginia, of nat splendor of my li which h broken, with a br had bee thing in been tt West V through and Da opinion about candidat 1964. T considen the Dem jumping with no ions as Republic Arch M Underw Blackwat of my and as 1 restaurat facilites be, 1 ti Blackw moloyed United moneted

\section*{The South Branch Valley Of West Virginia}

\section*{Angwat 14. 1963}

Durting the process of lavating and running a asemracting business over a period of years, one must have the memory of an elirphant, the courage of fok, and the desire to dream with imaginary hopes that he can eventually accomplish something for the wellleing of his county, state and nation that could be recorded in the history books for the next generation.

As Given Construction Company approaches the end of another contract (Webster County Memorial Hospital), I was requested to recruit some plasterers from the South Branch Valley of West Virginia, which is truly one of nature's outdoor splendors. So with the help of my little yellow truck which has the windows broken, I was furnished with a breese that told me I had been missing something in all the years I had been traveling through

Virginia tags and they were state cars-probably some political parasite sponging a night's lodging.
At 11:30 p.m., I found myself on a moonlit night driving down the Canaan Valley on State Route No. 32 to Harman. There was no traffic and my memory drifted back to recent news releases of millions of dollars for the development of a tourist mecca for that particular area. I remember a few years back when we were building the school at the mouth of Seneca-I took the same ride in December during deer season and there seemed to be a tent pitched in every bend of the road with native citizens in quest of a deer. I drove real slow down the Allegheny Mountain to be sure of identification of a spot where a tractor trailer had wrecked and disposed of a trailer load of Campbell's Soup and well remembered a few young boys seven or eight years old talking about the
less a homecoming among the friendly people who migrated to the South Branch Valley.

Yesterday's sounds and today's in the unique South Branch of West Virginia, the sportsman's paradise, is 100 miles from city living. Yesterday's sounds were those of the fire crackling with smoke signals from the Senecas or Cherokees, and the Indian "wa" cry, along with the yelps of the dying wildcat just pierced from the flint of the stone carved from the rock formations you now see as you roll merrily through the historic valley with a high powered engine at your fingertips listening to the commentators' talk about the destruction of the world.

Today the South Branch

Valley is one of the great farming regions of West Virginia. The poultry convention (Chicken Pluckers) held yearly at Moorefield gives you a new look at industry. Poultry in the South Branch is big business and the Poultry Festival in Moorefield is a way of telling West Virginia their life story, their customs and traditions.

The Valley remembers the McNeill Rangers; shares its old style homes; displays its primitive antiques and civil war relics in the Petersburg Museum. Beauty is in the South Branch Valley; unique Smoke Hole and Seneca Caverns, and Lost River State Park. It is a great place for sight-seeing and city sick vacation seekers.
has been a sex tring. like stak md over my n: like ketchap lettuce on the in't so, writing by itadf. (lim WVHilhily).

\section*{knows how to} king clements mount at dhe the the ribht so this writer as strival tos and sentences litician in the onsider my O : s flumeds. myday tavent.
 (t) Hospitsl), I =as requested to tecruit some platerers from the South Branch Voller of West Virgeris, which is truly one of natare's outdoor wilendons. So with the lelp of my limke yellow truck which has the windows troken, I was furnisted with a treese that told me 1 had been missing something in all the years I had boes traveling through Wear Virginis. 1 traveled through Parsons, Thomas and Davis sampling the opinion of the people about the hopeful candidate for governor in 1964. There seems to be considerable unrest among the Democrats and they are jumping from pillar to post with no definite conclusions as of yet. The Republicans are definitely Arch Moore and Cecil Underwood. 1 visited Blackwater Falls with one of my political enemies, and as I looked over the restaurant and lodging facilities and the parking lot, I then realized that Blackwater Falls was enjoyed by people from the United States. I only spotted two cars with West
durnge ueet mason and there teemed to be a tent pitched in every bend of the road with native citisens in quest of a deer. 1 drove ral slow down the Allegheny Mountain to be sure of identification of a spor where a tractor trailer had wrocked and disposed of a trailer load of Campbell's Soup and well remembered a few young boys seven or eight years old talking about the "Lassie" show and the different types of soup they had never tasted before. That was some 10 years ago-those same young men are now married, in Uncle Sam's Army, or students in some college or university in preparation for the hard struggles of life for the next 40 years.
I slipped silently by the Mouth of Seneca viewing the rocks by moonlight which gives you the feeling "Indians" are still there watching every move you make. I drifted along the South Branch Valley carved through rocks of unique beauty into historic Petersburg where the TriCounty Fair (Hardy, Grant, and Pendleton) is held annually and is more or
the historic valley with a Beauty is in the South high powered engine at Branch Valley; unique your fingertips listening to Smoke Hole and Senoca the commentators' talk Caverns, and Lost River about the destruction of State Park. It is a great place the world.
Today the South Branch

tripfrom of Che Durbin: to the Ohio final d d backs steep g cools caves



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\section*{What A Ride!}

our tamous water.) Aseven car newly painted, clean, distinctive open car tourist train headed by the world's largest 100 ton Heisler steam engine-people clamoring for seats, many taking their very first ride behind steam, a mixed variation of passengers, newsmen, radio and relevision celevision people, a sprinkle of real railroad
buffs (approximately 40), civic clubbers, nature lovers, railroad executives, legislators, and state senators, all determined to have a real good time. It had been a big weekend for Webster County. The local people really had the "red carpet" out with local civic organizations presenting Webster County's statewide nature tours, with lectures, barn dances, ramp feeds, and a full three days of recreation for our out of county and out of state visitors. They had all enjoyed the train ride in many pictures and recordings of sounds of steam all along Elk River from Webster Springs to Slaty Fork. They had listened to the "best music in the world," the brass bell ringing, the whistle sounds of a "whipporwill", the dry river, an echo as you pass through a gorge or deep cut. The full steam ahead, the photo rounds, a whirling cloud of smoke and steam, cameras clicking away, a rewarding justification for Webster County and its
people. Six monctin of hard I stop ar Jimmy's Esso (a local gas station) amid congratulations and some serious doubts about future runs. The fog was so thick from Cherry Falls to Bergoo you could cut it with a knife. At the crossing one mile below Bergoo, a few white faced cattle were grazing gracefully. Only three short days ago their lives tails and heads were high in the air on the verge of stampede from the effects of the steam, black billows of smoke, and the shrill whistle of Heisler \#6, for the crossing. I stopped at Horton's Store for a few fat Blue Ribbon cigars. He had sold completely out to the tourists on Saturday and Sunday.

By the time I passed the \#4 mine, the fog had cleared and there were many campers and fishermen all along the river. I noticed one gentleman drinking water from a creek on the lefthand side of the road. You could now see the snow lines about half-way up the mountains. I passed a smal cemetery below the road, a big buck deer was eating grass from around one of the markers, he made about six long jumps into the natural habitat or hardwood nimber and his white tail vanished. I continued up Elk across the Pocahontas Counts line and heade. \({ }^{2}\) acrass Mt.

Airy, three miles to Slaty Airy, where 219 goes under the Western Maryland Railroad bridge, there is about one inch of the slickest ice I ever encountered on a highway. Two house trailers on this side of the bridge and a McCleen tractor jackknifed on the other side. The road had been completely blocked; a state road grader, and a load of salt cleared the road and I journeyed on to the Slaty Fork Railroad yard. "Doc" Carlson had old Heisler \#6 snorting, smoking, and steaming. They are shifting to the main tracks, getting
ready for our homegrard
jurnsy Dhey hombins fon "Cheat Junction" and stop at the end of the boarding house for water. On top of the water tank is a bout four tons of coal besides what is in the regular bin in preparation for our long ourney to Cass.
We leave Slaty Fork at 9:35 a.m. with 200 lbs .of steam with whistles blowing everything, to full capacity. Some are in doubt whether we can make it up Mt. Airy with seven empty cars, caboose and 13 people. caboose and 13 people.
Stewart Swink, a Cass Stewart Swink, a Cass
brakeman, loses his pipe during the first 1,000 feet.


Virginia Fermerly a logging railrood, this mauntain railrgod has en averoge grode of 4 to \(5 \%\) with sections up to \(10 \%\).
1. Wave Whetvater Myringo May 4. for the callend of a kwetory making train ride weth s 100 ton Helsler \(\# 6\) ensine horrowed from the Natural Resousces Departmont and the Qass Scenic Railroad on our maiden ruhs of the WebsterRandolph Scenic Railroad. Whe are now on the return anipfrom Slaty Fork by way of Cheat Junction to Durbun arnd the interchange as the Chesapeake and Ohwo Railronad and our fical deatination-Cass. wich tharit famouas switchbackes acod \(124 \%\) milies of siveirpi ftackes and upequakd chowi si-m merntimae wicather, 49wis:
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acenery, \(W \in\) hasel jwes. completed on Saturday and Sunday, May 1 and 2, the maiden runs of the Webster-Randolph Scenic Railroad with a sell-out crowd six weeks in advance. A fantastic short ride on Friday, April 30, by 2700 school children and teachers, the black billows of smoke, the whistle, the bell-a recreation of the 19th century transportation system.

The town was spruced. The local people had spent much time and many hours and was well organised for the big day when we could asy, "Welcome aboard the Salt Sulphur Special:"
(nvorvie our fan car net distinct train he largest steam clamori taking behind variatic newst televi sprinkl buffs civic
lovers, legish senato have had be Webs peopl carpet organ Webs wide lectur feeds of tec ceum xiaike

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What A Ride!
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Airy, three miles Fork. At mine ty Airy, where 2 under the \(W\) Maryland Railroac there is about one the slickest ice encountered on a Two house trailer side of the brids McCleen tracts knifed on the ot The road h: completely bloch road grader, and salt cleared the I journeyed on to Fork Railroad ya Carlson had old snorting, smol steaming. They : to the main tras



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asy "Salt Sulphur Special"."

\section*{Repe 14}
-Only 86 Miles From Flatwoods To Cass

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Y you are interested in
ntigues, stap ar Tommy
Dublist' Auction House.
They puther every Sanurday

wight at 7 pm from five countien in \(W^{\prime}\) V : Upshur. Lewts. Braston, Gilmer, and Webser. It is the social event of the week, and everybody has a good time. They sell, buy and trade. They have been at it so long they are no longer amateurs. They are all business and comperition to one another. A sale, a social event, a WV historical event by the real mountaineers of WV
You pass Holly Gray Park, Braxton County's 4 H Club grounds and Braxton County's airport and home of Sutton Lions Club and Braxton Count-
y's yearly homecoming. At the upper end of the airport, you take the Dyer Hill Road to Braxton County's beautiful mar Coun shell-pink red brick on, shell-pink red brick calth center. Next you pass the Morrison United Methodist Church, black top entrance, brick patio with four picnic tables with enches, a beautiful well kept cemetery amid an oak grove, a great setting for country church. You journey on past the Newville Road, home of Newville Road, home of Tom Gillespie, farmer logging contractor and a great step on the WV Midland Railroad narrow
gauge passenger train, also B\&O Railroad passenger train, from Clarksburg to Richwood. Next you pass the High Knob Methodist Church and cemetery built in 1890 and rebuilt in 1950-home church of Braxton County's honored citizen Wilkie Dennison of Cowen, farmer, community newspaper reporter ity Although a stone's throw Although a stone's Hebron from the Mount Hebron on the Corley-Caress Road, he hitch-hikes or walks the \(11 / 2\) miles on the old Braxton Turnpike to his home church at High Knob. You pass Ander son's Taxidermy. Mr Anderson is really a carpenter. I don't know how he ever wound up being a saviour for big game hunters. You approach Holly Junction headwaters of the Sutton Darn, where both forks of Holly come together. Six years ago, a railroad hub and busy depot when the narrow gauge passenger train out of Webster Springs made connection with the B\&O passenger trains out of Richwood to Clarksburg. It is now underwater and the site is known as Kanawha Run Trading Post. A country store, the U.S. park their boats during winter season. It is now run by Shirley and Jim Bright. This is a good place
to spend the afternoon if you are a boat trader. You pass Thompson's, Holly Hole campsite. Thompson, coal stripper and builder a coal stripper and builder of Harrisor mall, is a former Bridgeport mall, is a former Webster County native. You pass the New Hope Church of Diana, a people's church paid for and erecred by the citizens of Diana. When you stop at Bruffy's Store for gas and oil, you turn the corner and you are on State Routes 15 and 20, and the Webster and 20, Turn ike, Springs Turnpike, and Cool's Country Store, and the Diana Post Office, opposite Basil Cutlip's hometown park. Mr. Cutlip takes great pride in his job as park superin his job You are now 26 tendent. miles on your way to the 86 -mile trip to visit the Cass Scenic Railroad, and 9 miles out of Webster Springs, sometimes called Puzzle Hole because of Webster's three big mountains: Miller, Point and McGuire. You have to go downhill to get into Webster Springs and uphill to get out.

You are now 35 miles on your 86 miles to Cass. You are in Webster County, Webster Springs, county seat; 559 square miles; population less than population less than 939: Mayor Cassandra Given; a small town with down to earth people. As you enter the city and cross
the Back Fork Ridge, onhe Back Fork Ridge, on the left is Pat Skidmore's Service Station, across the street the WV Liquor Street and Chevroler Stare and Chevrolet Garage. At the stop light is Murl's Restaurant. Turn right on 15 South is Hamrick's Restaurant and Service Station. You come back to the stop light, take State Roure 20 and you are State Rour way to Valle on your way to the old Head. You pass the old Webster Springs Hotel, the bank, turn right at the Sears Roebuck Store, and you see an excellent motel with reasonable prices, the Mineral Sprinos Motel. On Mineral Springs Motel: Cn the left is City Hall, a wealth of information including a full list of high school graduate pictures of all Wesbter Springs High School, before consolidation You rurn around. tion. You turn around, come back to Sears Roebuck and stop, enter the Court House lawn, and help yourself to natural salt sulphur water, which some say tastes like rotten eggs. You continue south on 20 past the Go-Mart which serves delicious sandwiches, Charlie Skidmore's Service Station, Foodland and Jimmy's Exxon. You pass the entrance to Parcoal, Barton, Pardee \& Curtin Lumber Company headquarcers, dumber and a well known lumber and coal town. You continue across Point Mountain, always fresh air, fog and cool nights through June, July, August and September. You stop at the country store and post country store and Monterville, Gateway to Pickens, and

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always fresh air fortsin; cocl nights through and July, Auguat and Septer fuly. August and September, You stop at the country store and post office at Monterville, Gateway to Pickens, and Helvetia, where Dr. Cunningham, treated a lost cause for leprosy, and The Fun Place, a new skifacility for Webster County.

You are now in
Continued On Page 15


Grafton


Hinst diesel to pull coal from Webeter Spring to Elkins.


\section*{Page 14}

\section*{-Only 86 Miles}

Continued From Page 1 like Ripley's Believe It or Not. Logsing, trucking and sawmilling is the chief subject. It is the social gathering place for farmers selling timber. Sometimes they go back to the horse and buggy days, cross cut saws, horses instead of bull dosers, and trains instead of trucks and tractor trailers. Cogar's Restaurant is full of hardworking. bonest people and a good place to stop for a country maral at reasonable prices.
you are interested in astipaes, atop at Tommy Dobbiss' Auction House. They eather every Saturday
night at 7 p.m. from five counties in WV: Upshur, Lewis, Braxton, Gilmer, and Webster. It is the social event of the week, and everybody has a good time. They sell, buy and trade. They have been at it so long they are no longer amateurs. They are all business and competition to one another. A sale, a social event, a WV historical event by the real mountaineers of WV.

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y's yearly hi the upper airport, yor Hill Roac County's oon, shellhealth cer pass the N Methodist top entrat with four 1 benches, 1 kept ceme grove, a g country journey Newville Tom G logging great ste Midland

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no longer They are all t competition her. A sale, a int, a WV ent by the real s of WV.
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You are now 35 mile your 86 miles to Cass.


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Cutlip job as park superintendent. You are now 26 miles on your way to the 86 -mile trip to visit the Cass Scenic Railroad, and 9 mifles out of Webster Springes, sometimes called Nussle Hole because of Webster's three big mountains: Mifler, Point and MeOuire, You have to go downhill to get into W'ebster Springs and uphill ho get out.

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Continued On Page 15

\section*{Only 86 Miles To Cass}

Continued From Page 14 Randolph County, populasan 28,734 and square mils 1.046 .34 , home of Ger Kump, great governor of 1935 and Wally Berron, 1960. How many great tistarial points is known tutionally for the yearly state Forest Festival held yearls, the first week in Ottober when Jack Frost tos turned the leaves to brown, auburn reds, and you know winter is on its way.
You come to Valley Head, you turn south on 219 and Scenic Highway \#55, one-half mile, you pass the Valley Head

Restaurant, and Mingo named after the Indian tribe. A number of Indian statues are scattered throughout this area and they hold a yearly Wool Festival. You cross the famous Cheat Mountain, 11 miles to a sign pointing to Snowshoe. You stop at the Big Spring Restaurant and Store, and Ski Barn, Gateway to Snowshoe and Silver Creek ski ranges and the Cass Scenic Railroad. You take secondary route 9, \(1 / 4\) mile passing the Big Spring Presbyterian Church. You will see about \(10-12\) horses in a field which belongs to the 152 -
room motel located at the Gateway to Snowshoe and Silver Creek ski ranges. A sign says Whistlepunk Inn, 6 miles, you continue on to thorny Flat Road, secondary rock base, 1/3 crossing Cheat Mountain, 7 miles to Buck Mt. Road, secondary \(11 / 2\) miles to Cass. You have now completed the 86 miles from 1-79 Flatwoods in Braxton County, to Pocahontas County, and Cass. You are ready to ride the' Cass Scenic Railroad which schedules, price of tickets, and othe information appears in this paper.


\section*{The Country Store And Loafers Gawk!}

December 29, 1965
January 1966 has rolled around and one should be writing about the history of 1965, but somehow I wander to Camp Caesar where farmers gather to butcher. I haven't been over this fall, therefore I have no fresh sausage or bacon and the liver we used to throw away. I remember the last time 1 helped butcher, someone asked butcher, someone asked
years later, I would be a member of the West Virginia Legislature, writing for newspapers, writing foring on TV and appearing radio-much less running for Congress.
Far be it from me to try and turn back the clock. Civilized men make progress. We never stand still-we travel by 707 Boeing Jet from New York Boeing et from eight hours. I
to London in
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\section*{Only 86 Miles To Cass}

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Rumbiph County, populason 23, 734 and square miles 1.046 .34 , home of Cor Kump, great governor of 1935 and Wally Barron, 5N60. How many great hesorial points is known naboeally for the yearly uate Forest Festival held waely, the first week in Ottober when Jack Frost las turned the leaves to brown, auburn reds, and you know winter is on its way.

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 of a can of snuff, 3 for 10 ameta) left from my father's gemeral store. We had about anthline pou asked foe, from horsedhoes to salt Gabl and freah spareribe. 1 wally moyond the farmers.
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years later, I would be a member of the West Virginia Legislature, writing for newspapers, appearing on TV and radio-much less running for Congress.

Far be it from me to try and turn back the clock. Civilized men make progress. We never stand still-we travel by 707 Boeing Jet from New York to London in eight hours. 1 traveled this year from Charicaton io Portiand. Oregon in six hours. This country is on the move and that's as it should be.

The modern store today-you stand in line, grab a cart, whisbang around in a mate of grocerics, filling your cart as you go-everything is already packaged. You orrve as derk and you stand in line again mo pay

The pouns gerls are whing the atresta with bloe, piek, and purple hair Mr. hear simes have dinged. I that till ext a elif. er thald head pow teat duries wisher

Wianese vear starp
teslly enjoyed the farmers. 1 knew which one used Deech-nut Mail Pouch or Brown's Mule and each woman who used snuff and how they trusted me with their snuff orders. They knew I wouldn't tell anyone else how much they used of what kind.

It was pleasant to serve the farmer-to take his segs, ginweng, MayappleYow hargained and bartered and she farmer got what he wanted in the exact amount. Working in the atore during high school on Saturdays was a pleasure. They always asked me aboser foothall and why I played such a stlly game. The women came by borwhack with a sidesaddie. I always put the Erocerties on the sidesaddle atad harlped the women get ahoosid, wasally twisting the horas's tall to make sure thery got a good start, never Arasming shat someday
around in , wrizoang around in a maze of groceries, filling your cart as you go-everything is already packaged. You serve as clerk and you stand in line again to pay.

The young girls are walking the streets with blue, pink, and purple hair. My, how times have changed. I think I'll get a wig-my bald head gev. cold during winter.

Women wear starppointed high-heeled shoes which are certainly not built for comfort-looks like some women need to use a pencil sharpener in order to get their toes in the shoes.

They've moved the hemline on women's dressed up a notch and it's the style to show the kneecap. This doesn't make the women more attractive-it simply makes the street corner loafer gawk!

From Sheriff Stuen 15091448 . U. 89 geai fave
 Go fer of., Enghond, troner, "tunny Ion, De 1a41 to \(7 \mathrm{Wa}, 1946\) satt) Wales Cruen, Whaster doungo, W. Ca. Piented lone 20, 1984. W. Ua's 126 sixhdery.



This is the family of H. F. and S. R. Given. You may recognize my father and mother. The only other identification I make is D. P. "Sheriff"

Given, this writer being on my mother's lap. The others are my brothers and sisters. distincti printed at Press tim gone, wh and what this the historical company railroad Virginia The st have wr approve they brin interest, effort approval address Given, WV 26 \(\$ 15\) do you a d paper b

\section*{Another Railroad} Paper Has

\section*{Come And Gone}

Another all-time railroad souvenier of class distinction has been printed and in circulation. Press time has come and pors, what is said is said, and what is done is done. In this the closing of a hiseorical railroad lumber comprany is dedicated to ralroad buffs and West Virginia history.

The atorics and history I bave written will not be apprownd by all of yous. If They bring pleasure or some ieterest, I fleel she time and xfict vell done. For sperowal, dispperoval, my adidrese is DP. Sheriff Ciness Weheter Springs.
 \(\$ 15\) stanatioss will being yow a Sewes sogura of ithls peyser loy swears mand My
phone number is 847 5841.

For years I have adopted the philosophy of fun, endeavoring to work at and trying to show others the funny side of life, because there is so much sadness, so many heartaches and so many other duties that take up your time. I have used this philosophy on radio, teleyision, and daily life.

And so with these closing remarks, I hope this historical railroad newspaper has sand somerhing that you will like and tharish. If so, let me know. Fhease put this copv in your ferse lifrary, Bible, ve attic. It sould to useful in the frato ahead.

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\section*{Another Railroad}

\section*{Paper Has}

Come And Gone



As the old Shay engine, hauling more than 200 happy tourists, puffed up Bald Knob in its sixth week of operation, it seemed to be saying, "I thought I could, I thought I could, I thought I could!'
Like the locomotive in the children's fable. the little engine which pusted and pulled on the Cass Scenic Railroad in Pocahoontas County was where it was because of optimism, determination, and endurance.
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\section*{THE BOOMING}

\section*{Business in Cass}

Scenic railroad is keeping everybody busy.
BY WILLIAM C. BLIZZARD


Picturesque old Shay engine waits at Cass Depot before first run.

As the old Shay engine, hauling more than 200 happy tourists, puffed up Bald Knob in its sixth week of operation, it seemed to be saying, "I thought I could, I thought I could, I thought I could!"
Like the locomotive in the children's fable, the little engine which pushed and pulled on the Cass Scenic Railroad in Pocahontas County was where it was because of optimism, determination, and endurance.
Those qualities belonged to the Cass Planning Committee, a local group formed in August, 1960 after the Mower Lumber Co. closed the sawn and logging operation which hac supported the Cass community.
This four-member committee, headed by Theodore Riffe, ehief accountant of the National Radio Astronomy Observatory at Greenpank, and J. M. Kane Jr., a Cass merchant, ad a West Virginia tourist attraction. The Department of Natural Resources, plagued by a perennial fund shortage, was not easily discouraged. With newspaper support and the aid of friendly legislators, \(\$ 150,000\) was appropriated by the 1961 Legislature for the purchase of the Cass tracks and right-of-way. The Department of Natural Resources acquired the property in the summer of 1962.
Although the state had only about \(\$ 30,000\) o make repairs to the logging road and build the necessary facilities, the Cass Scenic Railroad opened for business on June 15, 1963, five days before the state's 100 th birthday. The Cass Planning Committee thought it could, and it had. By July 28 , before the business day started, 3,796 adults and 1,558 children had, during the first five weeks of operation, paid \(\$ 2.00\) and \(\$ 1.00\), respectively, for the eight-mile round trip. During the fifth week of operation, alone, rail way fares were collected in the amount of \(\$ 2,205\).
There were drawbacks and disappointments. Only four miles of the track could be utilized this year for an ascent of about 1,000 feet. This is about half of the total railway mileage envisioned, and passengers are not yet able to view the breathtaking panorama from near the top of Bald Knob, at 4,852 feet the second the U, S Area the state. Hoped-for funds from he U.S. Area Redevelopment Administration have not been approved.
But the outlook is not dark. Procurement of
a \(\$ 576,000\) ARA grant to Cars seems to hinge upon approval by officials of the Nationpf Hodia Astronomy Observastronomers came to that part of West Virginia because it is quiet, and trisy want no tourist railway to interfere with the rural tranquility.
Negotiations at this writing are continulng between the Parks Division of the Departmeni of Natural Resources and Astronomy Observa tory officials. In the event the \(\$ 576,000 \mathrm{gran}\) ia approved, Cass Scenic Railroad development will proceed at a rapid pace.
An important task which would be immediately undertaken would be the clearing of forest slash to eliminate fire hazards. An ebservation tower near the top of the mountain has high priority, for the use of both shackeers and photographers. Some old railroad cars, once used as logger camps, would probably be renevated and placed in service.
In an article published in the Sunday GazetteMail State Magazine of May 14, 1951, 1 wrote that the problem would seem to be, afler the railway gets into operation, not to autract low ists, but to find sufficient living quarters and food for them after their arrival. Thls forecast seems to have been accurate.
Many of the Cass Scenic Railrond passengers bring picnic lunches and make-what oberwive would be just a lascinating ride-a real extersion. For example:
The train does not rum on Monday and Tues day, but on Saturdays, Sundays and botijays. 8 makes three trips-one in the morning and tre in the afternoon, On Wednesdays, Thuradys and Fridays, it makes two afternoen trips Those with pienic lunches go up on woe ofl be early trips, have lunch on the mountait, catch a later train back to Caus
On my visit, the Women's Society of Ceriytian Service of the Methodist Church, a Cass arwav. was making and serving pies and sandictirs These tributing soft drimks in the cal arphe the lack of restaurants in the area.
The whole project, by the way, of ld bairlly exist without the cooperatiot of libe Cherapeale and Otio Railway, which allever las cas depot to be used as as imprompte conorluary. ticket office, waiting roem and tabeadt pouth If you declide to visit Cass, it miath sot in 3 bad ldea to take sloge a haski of 1 wd and a



commodations in Cass, but you might try the nearby towns of Buckeye, Marlinton, or Boyer Vacation the W. Va. Dept, of Agriculture's acation Farm Directory
The scenery and climate
inconvenience. One of the pre worth some slight Cass, over an excellent prettier ways to reac Monongahela National Forestay, is through the Forest, between Hunt Forest and Seneca State On the railway ride wo large flatcars pide itself, visitors travel in an overhead covering provided with benches and Blackhurat covering of wood and plastic. W E. lackhurst, a local schoolteacher plastic. W. E

He is right. As the Shay pushes the flatears up the mountain, everyone crowds to the sides anxious to look at and photograph the scenery, Blackhurst points out photosh the scenery. where "loggers time, and thers camped for six months at and fighting", only recreation they had was poker and fighting."
As the train turns up the grade at Leatherbark Creek, which heads up at 4,800 feet and contains native brook trout. Blackhurst wittily lakes advantage of the somewhat distorted West Virginia "image" to give jollity and friendliness


Blackhurst's stuffed animal museum at Cass is popular spot.


WSCS ladies prepare refreshments to sell to railroad tourists.
stranger, just shake his hand and introduce yourself. We don't want any trouble."
Blackhurst is an expert taxidermist and has set up about 175 mounted specimens of animals found in the area, as well as a few exotic species, in a small museum at Cass. A large black bear, killed recently near that community, greets the visitor at the door.
The present Scenic Railrond ends on a plateau about four miles up the mountain. Eiversone gets out, stretehes and eats and drinks in a gets out, stretehes and eats and drinks in a
pienic area for about 15 minutes, then climbs pienic area for about 15 minutes, then climbs
back aboard. The eight-mile ride tales two hours
money may be obtained to develisp it. An ex: tensive cave is nearby, the summer it. An ervideal, and the scenery bs magnificor climate is

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At end of run up mountain, tourists get off and stretch legs. Some bring out picnic lunches and take later train back,


Exterior of Cass Country Store. Charleston entrepreneurs are behind this facility.

\section*{WHAT'S NEW AT CASS:}

\author{
BY WILLIAM C. BLIZZARD
}

State's largest tourist spot finally getting some necessary improvements and there are more on the board as soon as money is available.

On June 15, 1963, tourists traveling the Case Scenic Railroad on its first publie run discovered a pleasant fact: As advertised, the shay locomotive pillitg the cars. Wha a genuine antique. Bat Cur vithocs aliso discovered an unpleasast ferf: Tourfit socommodations at Cass *ire yat as antiqpe as be 1830 -model Shay. Tring yor gen lood and roast is in the locomathe firetor:
Lecal church women helped out mightHy wih ples, cakes, and sandwiches, but demand otum outtrtriped supply and the unhap. p/ turrith was ledt with noting more nourish
what is now a major West Virginia tourist attraction.
Operating a railroad on a shoestring led to some maddening incidents which were very nearly catastrophes. For instance, a washington, D. C., newspaper sent in a writer who gave ample and ampted many WashingCass, and his story prompled tonians to make the wong well and good, until
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State Road Commission will also repave the remaining four or five miles of road to Cass. The ARA grant of \(\$ 576,000\) was finaly aids proved, and State Parks officials say eiaed Auon the railroad work will be rect no magust 17. It is probane, until next spring. jor work will be done unith the ARA grant? What will be done wailroad will be extendFirst, the Cass scenic con of Bald Knob, a nearly ed four miles, This will make the ride twice as long as at so. This wilthough there will still be a stop at Whittaker, the place
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Railroad shops on the line near
he first private-enterprise developments at Cass, is still going strong, and Blackhurst has now mounted about 300 animals for your inspection.
A Civil-War Museum, opened last year by Mr. and Mrs. Kyle Neighbor, is near the Blackhurst taxidermy exhibit. It fealures "penwritten" records, letters and grays including Civil-War payrols. There are many weapons of the Lincoln era and other bric-a-brac not closely comected with the Civil War, such as a genuine West Virginia moonshine still.
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Two years ago, the ARA was thinking of granting the Cass Scenic Railroad over halfof Bald Knob (elevation, 4,852 feet), and improve existing facilities. But the grant was delayed by protests from the National Radio Astronomy Observatory at nearby Green Bank, The scientists with the big metal ears had built a listening post to the universe, at Green Bank because the area was as quiet as a moon crater at midnight.
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Ultimately, Cass enthusiasts dream of a lodge, ski trails and.other frills near the sumavailable from ARA at this time won't cover that.

Down in the valley at the present time, there have been many pleasant improvements since the summer of 1963 . Several privately owned and operated establishments have sprung up to cater
of railroad patrons.

You no longer have to travel 40 miles for a hot meal. J. M. Kane Jr., a Cass merchant, has renovated a C\&O dining car and named it the Shay Inn. Air-conditioned and attractively furnished, the Shay Inn is an example of creative thinking, an operation which fits in perfectly with its setting.

You may also get something to eat at the Cass Country Kitchen, the restaurant section of the Cass Country Store, a huge, restyled lumber-company store building which also houses a soda fountain, benches for the weary, rest rooms, and many souvenir stands.
The Cass Country Store complex is, like the Shay Inn, a privately owned development catead. It is thetrons of the tastefully painted, decorated, lighted, and arranged.
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And bring along a sweater or light coat. The summer sun is hot at Cass, but the air can get cool during mornings and evenings. A free word of advice to the Department of Natural Resources, or anyone else atation of the Cass Scenic Railroad, and how to get there. Make these signs big, make them explicit, and place them on all major highway approaches.
If you are running a business that depends upon highway trade, it is wise to assume thatall tourists have poor eyesight, no memories, and don'tread English well. You'il be wrong, poor and practically right than the \(-\frac{15}{}\) around.

SUNDAY GAZETTE-MAIL

As advertised, the Shay locomotive pulling the cars.was a genuine antique.
But Cass visitors also discovered an unpleasant fact: Tourist accommodations at Cass were just as antique as the 1880 -model Shay. The only way you could get a hot meal was to bring your own food and roast it in the locomotive firebox.
Local church women helped out mightily with pies, cakes, and sandwiches, but demand often outstripped supply and the unhappy tourist was left with nothing more nourishing than food for thought.

In Cass, toilet facilities of the man-made variety were limited to those at the end of the un and in the old C\&O depot.
If you wished to wash away the soot and
ders accumulated during the two-hour train ride, there was plenty of running water -no washrooms, just running water. You had a choice of Leatherbark Creek or the Greenbrier River.
The nearest motel or hotel accommodations were 10 miles away at the hamlet of Boyer (pronounced "Bowyer"). Lodging could be had there at Van's Motel, but the eight rooms at Van's were likely to be filled, and the little motel boasted no dining room or lunch counter. The nearest place where you could buy - a hot meal, in fact, was at Marlinton, about 40 miles away.

The net result of these several inconveniences was that visitors motoring home after a long, hot day at Cass were nearly always sunburned, sooty, cinder-covered, hungry, irritable, thirsty and dog-tired.
The fact that 5,354 paying customers nevertheless rode the Cass Scenic Railroad during the first five weeks of operation in 1963 is a glowing tribute to the hardihood of the American tourist and the fanaticism of the railroad buff.

There has been a steady advance in railroad patronage, by the way, since the Shays began puffing in their new role at Cass. Paid fares for 1965 show more than 18 per cent increase over a comparable period in 1964.
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The accident injured no one, but it did put the railroad out of business until a new axle was located, which took no short search (a lucky find made the search shorter). Probably more important than the temporary halt in operations was the adverse impression made upon the long-suffering visitors from the nation's capital.

It appears that at long last the lean days at Cass are about over, and residents of the old mill town doubtless feel that it's none too soon. It took three years from the time the Scenie Railroad idea was hatched by the Cass Planning Committee until the first passengers were hauled. And, before track gets laid and earth gets moved, it will have taken more than two years for federal Area Redevelopment Administration funds to be put to work at Cass.

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And bring along a sweater or light coat. The summer sun is hot at Cass, but the air can get cool during mornings and evenings.

A free word of advice to the Department of Natural Resources, or anyone else at Cass: Put up highway signs giving the location of the Cass Scenic Railroad, and how to get there. Make these signs big, make them explicit, and place them on all major highway approaches.
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Interior of Shay Inn. Mrs. Shay works in running it.


Coss Country Kitchen in country store. Note soda fountain at left.



Interior of Shay Inn. Mrs. Shay works in running it.



Cass Country Kitchen in country store. Note soda fountain at left.


Air-conditioned diner owned by J. M. Kane Jr.







Cass Country Kitchen in country store. Note soda fountain at left.


Soda fountain in country store. Rest rooms are at extreme right.

lay of antique items in Cass Country Store at end of soda fountain. ITE MAGAZINE, AJGUST 1, 1965


Writer-phetegrapher Williom C. Blizzard sat on top of caboose to get this shot of Cass Railroad Shay enroute to Mountain State Forest Festival.

This year the Elkins Forest Featival, plagued by min and dismal weather. was palled out of the slargh of despond by one of the powertal the logging ful Tron-Hoss Shay
During the three-day Festival over 4,000 passengers, despite a cold and persistent rain, paid money to take short rides behind the 30ton Shay locomotive, an antqque vence ordinarily chugs up Bald Knob on the Cass Scenic Railroad. Although the miserable weather tomers, the litte Shay remained a stellar attraction.
It was difficult not to notice the locomotive, for its shrill and penetrating steam whistle bent more eardrums and cleare more sinuses in three days than could be inspected by tice. How do you ignore a festival attraction with a sort of built-in calliope which can be heard for five miles? You don t, especially if he calliope has only one note, or, mos, wo There were those who, in self-defense, haule out mid-winter ear murss, otreds maginst the dawn-to-dark steam-siren symphony But mosi people accepted the locomotive whistle as a mild nuisance indicative of a strong bencit and were glad the Shay was in town
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Writer-photogropher William C. Blizzard sat on top of caboose to get this shot of Cass Railroad Shay enroute to Mountain State Forest Festival.

THE WONDEREUL IRON HORSE SHAY

Built for mountain climbing, it's slow, mighty slow on the overland trips.

BY WILLIAM C. BLIZZARD

This year the Elkins Forest Festival, plagued by rain and dismal weather, was pulled out of the slough of despond by one of the powerful little logging locomotives admirers call the Wonderful Iron-Hoss Shay.
During the three-day Festival over 4,000 passengers, despite a cold and persistent rain, paid money to take short rides behind the 80 ton Shay locomotive, an antique vehicle which ordinarily chugs up Bald Knob on the Cass Scenic Railroad. Although the miserable weather may have halved the number of paying customers, the little Shay remained a stellar attraction.
It was difficult not to notice the locomotive, for its shrill and penetrating steam whistle bent more eardrums and cleared more sinuses in three days than could be inspected by a dozen otolaryngologists in a year of practice. How do you ignore a festival attraction with a sort of built-in calliope which can be heard for five miles? You don't, especially if the calliope has only one note, or, at, most, two.

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Few towns in the United States can boast of the presence of a Shay engine at any time of the year. Informed sources estimate that not more than 40 of the old steam locomotives exist in the United States today, and few of these are any longer able to shake, rattle, and roll. How did such a rare antique happen to be hauling passengers in Elkins during the Forest Festival?
It happened partly because rail lines belonging to the Chesapeake \& Ohio and Western Maryland Railroads exist between Cass and Elkins. Four Shay engines are at Cass. During the summer months they (the three that
operate) snort and puff on the Cass Scenic Rain road, this season hauling 38,857 paying cr tomers up Bald Knob for four miles ane back again.
Last year, someone had the idea of bring ing one of the Cass Shays to Elkins for the Forest Festival, where the public would be treated to short rides for a small fee. The idea was a happy one: The Shay was a sooty Cin derella who became the belle of the ball.
It was decided to repeat thie Shay pertu. ance for the 1965 Elkins Forest Festival, and the Department of Natural Resources, which owns the Shays, agreed. Further, someone thought it might be a good idea to invite the press and other guests for the 60 -mile ride,
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Its principal virtue today is its remarkab) popularity as a novelty railroad tourist attr tion. In West Virginia, North Carolina (whe one Shay still serves as a common carrier SUNDAY GAZETTE-MA



One of two tunnels logging train went through enroute to Elkins.



Folss along route "waved like crazy" when train passed.

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TTATE MAGAZINE, JANUARY 2, 1966


After long (timewise) haul, Shay pulls into Elkins at dusk
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The last Heisler, a locomotive invented by a Cornell engineer named Charles Heisler was manufactured in 1941, and Climax went ou of business in 1929.
The Shay and its imitators differed from con ventional steam locomotives in that they were designed to haul heavy loads on steep grades Called "geared" engines, as opposed to gen-eral-purpose, main-line locomotives which used connecting rods from drive wheels to wheels which afforded great traction because each was a driving wheel.

On main-line engines, the number of drive wheels varied, but they were relatively large in diameter, heavy, and demanded smooth track which in turn required constant maintenance. Additional small wheels on the bi steamers held up weight and served as rail guides, but otherwise were functionless.
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They are not now, however, in the Mountain State. One, a Shay that was operated by the
Western Maryland on a steep coal-haul in Western Maryland on a steep coal-haul in
Tucker County, is now displayed at the Bati more and Ohio Railroad's Transportation ML4 seum in Baltimore, Md
The last Climax to be manufactured now hauls passengers on the Carroll Park now Western tourist railroad at Bloomsburg, Pa. It was an iron-horse work horse for the Elk wiver Coal and Lumber Co. out of Swandale Clay County
The last Heisler locomotive ever built is now on display in the public park of Washing, now on display in the public park of W, Charles Heisler's hometown, but it spent its working career as No. 6 of the Middle Fork Railroad at Ellamore, in Randolph County.

Of the four Shays at Cass, numbers 5 and were built in 1905, No. 7 was built in 1920 and No. 4 in 1923. The Lima Locomotive Works, merged with the huge Baldwin Loco motive Works of Philadelphia in 1950, not only has quit making Shays, but no longer build locomotives of any kind.
Lima now builds power shovels, an adjust ment to market conditions which are a reflec tion of the changed manner in which many men wrest a livelihood from their environ ment.
The few operating Shays which yet exist al Cass and elsewhere carry not only tourst passengers. For old logger's and amores of a hey also carry endless vivid memories or vanished past.


Some of passengers snoozed during trip.


Folks along route "waved like crazy" when train passed.

South Dakota, Pennsylvania, New Hampshire, and, passibly, elsewhere. Shays and similar, geared-type locomotives built to compete with the Shay operate on tourist railroads. Shay production, begun in 1879, ceased in 1945.
The principal virtues of the Shay in its heyday were its traction and power, its safety, and its economy. Authorities in the field agree that the Shay would haul greater tonnage at a smaller operating expense, with less original cost per unit of power, than any other locomotive ever built.
The little engines were named for Ephriam Shay of Haring, Mich. Shay was a 19th-Century Michigan lumberman who sought better ways of getting timber out of the woods. In his seeking, he invented and built the locomotive that bears his name. His crude protokype worked so well at his own operations that he took his plans and patents to the Lima (prooounced lime-uh) Machine Works of Lima, Obio, urging that company to make such locomotives for widespread use in the timbering

Shay's visit was fortunate for the Lima Machise Works. The company made the first Thy in why for the J. Alley Co. of Michigan. The Alley machine was narrow-gauge, but as Somund lor the Shays increased, Lima made Oven Nieger and better. By 1900, Lima had quit Everrat machine production and was concenGelate of locwmotives. The company changed Ac avime to Lima Lacomotive Works, Inc.
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Some of passengers snoored during trip.


A fleet of antique cars, driven by visiting clubs, seems right at home with Shay engine as it waits to take passengers on a ride.

\section*{O Shay Can You See?}
'After a successful first season, the Cass Scenic Railroad is rolling again.
BY WILLIAM C. BLIZZARD

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Co Saturilat. May 16, the Caso Sumir Raturlst legan its secend year anmarian. As a nterial festare of its eiswmits. a delegation of sntique-car eventify dourpel iela the CAO station at Conis and temporarily abandoned at Chif ancintt ras-driven vehicles for Rhait ancint ras-driven velicied loor nincine. prupecse af success and growth

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Foough work was done so that the Cass Scenic Railroad operied for busincss under state auspices on June 15, 1963. During 1963, the raltroad, with an 8.6 -mile round trip, had 22931 paying customers during 73 days of actual operation.

These customers spent over \(\$ 40,000\) in fares and on snacks served in the C\&O station by the church womea of Cass. In addition, the made available \(\$ 576,000\) in federal funds for the development and extension of the operative railroad.
These funds were for the rebuilding of three Shay engines and 14 logging cars; repairs to the railway shops where engines and equipment are maintained, the purchase improvement of four acres forking lot; development of area (inparking lot; devecopment the improvement of beautiful spruce forest) near the top of Bald Knob; and the extension of the tourist railroad trip to with in 1,000 feet of Bald Knob, which has an ele vation of more than 4,800 feet.
Matters seemed to be going well. But for a time the National Radio Astronomy Observatory at nearby Green Bank threatened to hold up ARA funds. The Observatory pointed out that it was where it was in order to avoid noise, and a rairoad
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Cass was visited recently by a Washington
newsman who wrote a story asserting in essence, that the scenic railroad will be delayed because of "bureaucracy" and modern construction techniques, and that much ARA money earmarked for Cass will go to outsiders.
In fairness to the Department of Natural Resources, there is no evidence of boondoggling or undue waste in the Cass affair, and not delay, railroad improvement.
It is true that "outsiders" may, by competitive bidding, secure Cass work contracts. But competitive bidding is designed to save money, not waste it, and is open, of course to local residents.
Actually, it appears that the Cass Scenic Railroad will ultimately become West Virgin-
ia's best-known tourist attraction, if the potential of the Pocahontas area is developed.
At present, the Cass complex, if it may be so termed, is not, and is not meant to be, entirely a state project. Taxpayers, of this state and others, have contributed to the rainroad, which is supposed to attract customers, which is in turn supposed to entrepreneurs.
Private business, obviously, is not going to there, and profit potential has, in the case of Cass, been stocked through the investment of state and federal funds. While government and private business can work together eff ciently, possibilities of friction are obvious.
For instance, the biggest tourist need al Cass is a place to eat and a place to stay overnight-at least one of each. At post the need for dining accoss have in the past urgent. "he women in the C\&O station, but run a snack this summer on a seven-day can not do
week basis, nearby restaurant and motel to Werve patrons, the Cass Scenic Railroad is sadly handicapped. And without the railroad the need for the restaurant and motel does not exist. With such an interdependence
need, it might be better for both railroad and eather and sleeping accommodations to entirely in private hands.

Without common management, the need for cooperation between state and private business is essential, or debilitating dogfights are ure to occur
Private negotiations are now supposed to be under way to turn the former lumber-company store, now vacant, into a restaurant, is nearly here, the facility is badly needed, yet nothing had been done at the time of my visit.
Representatives of the restaurant negotiators say they are waiting for a daily scenicrailroad schedule to go into effect on June 15. Until that date, the Shay-driven train is operative only on Saturdays and Sundays.
residents retort that the bird of time is on the wing and they would like to guarantee railroad patrons chicken on the table.

Meanwhile, your best bet is to pack a lunch. It might be a good idea to make your trip as soon as possible, too, while the train ride is yet entirely a weekend affair. It isn't crowded, and it isn't hot. Your nearest motels are at Boyer, Buckeye, and Marlinton.
The huge cave near the railroad, which contains a 100 -foot waterfall, may be opened Hole Cavern, near Petersburg, have expressed interest in making a new cave opening which would be easily accessible to tourists.
The future of Cass looks bright, despite predictable headaches. Even wildflower enthusiasts, I am told, have found the ride
powerful little railroad wort I contribute this To appeal to free of charge:
slogan to Cass, free ors!
Whay it it's better than "Shay it with cinders." Yeu won't need a Cass mask to protect yourYou won't need a coal-burner, but a head covering does help.

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'After a successful first seas
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On Saturday, May 16, the Cass Scenic Railroad began its second year of operation. As a special feature of its epening, a delegation of antique-car owners chugged into the C\&O station at Cass and temporarily abandoned their ancient gas-driven vehicles for equally ancient steam-powered locomotion.
In 1964, prospects of success and growth are excellent for the state-run Pocahontas County project. It was not always so.
There would have been no such Pocahontas tourist railway had it not been for a local committee which conceived the idea and fought for it. Headed by Theodore Riffe, a Cass resident who was chief accountant for the neighboring National Radio Astronomy Observatory, the Cass Planning Committee was formed in 1960 after the closing of the bocal Mower Lumber Co. operation in July of that year.

Without the lumber company, virtually the ade source of employment in the area, Cass was doomed to wither and die. Unless, of eccurve, some other source of economic nouriablement could be located.

The Cass Planning Committee pointed out Dhat the logging railroad, with its old Shay encienes, had too much of a tourist potential tis br ignored and scrapped. The Department of Nataral Resources was not impressed, at least ment to the extent of jeopardizing other prosprets is order to pour money into Cass liut the fight for the old railroad became t ocuase celetire with several newspapers and Irtialatars, and \(\$ 150\), No ( later boosted to \(\$ 186\). tank was appesperlated by the legislature to liny and refarthob the railroad and certain antiersated profocrlins
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Matters seemed to be going well. But for a time the National Radio Astronomy Observatory at nearby Green Bank threatened to hold up ARA funds. The Observatory pointed out that it was where it was in order to avoid noise, and a railroad clattering all over the place was undesirable.

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The future of Cass looks bright, despite predictable headaches. Even wildflower enthusiasts, I am told, have found the ride on the powerful little railroad worthwhile.

To appeal to this group, I contribute this slogan to Cass, free of charge:
"Shay it with flowers!"
Well, it's better than "Shay it with cinders." Yeu won't need a Cass mask to protect yourwelf trom the eld coal-burner, but a bead covering does belp.

SUNDAY GAZETTEMAIL


Spewing ashes and cinders, Shay engine pushes cars up steep grade.


Passengers rest at the top before trip down the mountain.

FRFE
w SOUTH CHARLESTON
Your choice of two handsome bonus gifts
for saving at
DOLLAR SAVINGS \& LOAN COMPANY


\section*{milbilly}

\section*{The Complete Truth Back of the Proposal to Buy the Cass Railroad}

The boxt most compact and Jocid analusis of the feasibility of Weat Virginia's getting into the ratiroud buminess was out. alised at a meeting in Marlinton Zext werk
This meeting, which was at. tended by the editor of this Paper, mas called by a planning s \(=\) maitiec, including

Ted Riffe. Chairman, Chisf Ecrountant of the National Fadio Astronomy Observatory ar Greenbank:
J. M. Kane, Jr, Treasurer, Cass Merchant;
P. F Long, Mayor of the Town of Cass:
J. \(\mathbb{K}\). Arbogast, Assistant Soperintendent of Pocahontas Schools.

\section*{If We Don't Watch They'll Steal Our Centennial}

\section*{(From Page 3)}
would join her. But one important State WOULD NOT join the secersionist movement - and that was the Cominonwealth of Virginia. She had had too strong a hand in the creation of this great nation to want to destroy it TWICE the Virginia Assembly voted against secession, with the delemates from West of the Alleghenies (now West Virgin1a) firmly holding the line against it

The states which had already seceded knew their cause would not stand a chance of suecess without Virginia. They HAD to have Virginia. So they

Present were the business, professional and political leaders of the area.
The important thing in a nutshell was a report given by Ted Riffe. It appears herewith
At the time of closing of the only industry in Cass approxi mately 165 men were affected Some of these men were mobile enough to find employment in other communities and other states. The majority, however, were not blessed with the necessary skills and trades to find other employment, and today some 80 of these men, representing approximately 240 dependents, (wives and children) face utter destitution unless some form of employment is
offered soon. (These men were eligible for unemployment benefits from July 1960 to January 1961 at which time these benefits expired.)

\section*{Proposal to State}

It is therefore, with the above situation in mind that the com mittee offers a definite and sound proposal to the State of West Virginia to alleviate this situation.

In November 1960 the Joint Committee on Government and Finance, by resolution, recommended to the full membership of the \(1961 \mathrm{~W} . \mathrm{Va}\). Legislature, that the State of West Virginia purchase the Mower

Lumber Co. Railroad, its rolling stock, and other necessary equipment_to develop this most unique and rare railroad as an operating tourist attraction for the State of West Virginia.

The Cass Planning Committee wholeheartedly supports the resolution by the Joint Committee on Government and Finance as an instrument which could alleviate the unemploy ment situation in the area, and emphasizes the soundness of the investment in such a ven ture to the State.

\section*{Present Owner}

The railroad and rolling stock are owned by the Midwest Raleigh Steel Company of Charleston, West Virginia.

The amount of railroad involved is approximately 8 miles,
hanged five of his hillbilly captives in the village square at Front Royal. And every time Quantrell appears on television he becomes a little more respectable.

One advantage of studying histöry at West Virginia University in our day was that we were subjected to all shades of Civil War viewpoints. One of the finest Southern gentlemen and scholars we ever knew was the late Dr. Oliver P. Chitwood, who was an unreconstructed Rebel of the old school.

Dr. Chitwood scorned use of the term "Civil War" at all. He insisted it was the "War Beween the States," the emphais being on "State's rights" of
ormittee's cost estimates an development possibilities. Th summary was prpsented as aid to the Joint Committee Government and Finance preparing this original rec mendation.

The committee has mad attempt to project the nu of people that would be ployed indirectly as a of the railroad becom tourist attraction ( 50 shops, etc.), but has con itself only with the dir ployment to be provide rating personnel).

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eral national elections the War Between the aid Dr. Chitwood, the an Party wan victories the candidates "waved ty flag," (We can see ng his arms and telling now.) In other words, thican Party dug up basues ith order to win the North - and this orable. Indeed it was e. But the good Dr. could never see that
 et Virginla's part in the

(1) Virgitia was not ondy one of Sey certy lastles of putrut nethon, mutuer arwings and the very firof pattie of the mar; our Siple eontrilutied about 82,000 15 (85 060 Union and
pairs and improvements to convert it from a logging railroad to a tourist carrying line, the costs would not be prohibitive. (See attached estimate of investment and operating costs).

Through informal discussions it has been ascertained that the afore-mentioned properties could be secured for approximately \(\$ 90,000-\$ 100,000\).

The right-of-way and land on Bald Knob is owned by the Mower Lumber Company and can be secured at the following prices:
Right-of-Way \(\$ 100\) per acre Wooded Area \(\$ 100-\$ 150\) per acre "Cut-over" Area \(\$ 35\) per acre

It is estimated that the sum of \(\$ 25,000\) could secure the necessary land to levelop the area.

We submit, in the attached summary of "Tourist Possibilities of the Mower Lumber. Co. Raflroad at Cass, W. Va.", the

7,000 Confederate). In proportion to population that too was about as much as any other State contributed. Furthermore, West Virginia gave great leaders to both sides.

Sometimes we feel that we would rather have been hanged beside John Brown than to have been born in a State which is ashamed of its existence; one which has no honor, loyalty nor fortifude; one which teaches its children to be ashamed of it and all but directs them to leave it.

Tailendiam will continue to be West Virginia's lot until that day when we achleve some degree of unily, loyally and selftespect.
however, is not remote, and the basic attractions, i. e.: the railroad, cavern, hunting, fishing, and serene natural beauty of the mountains is such that a lodge could be constructed from future profits that would be derived from the railroad and other attractions.

The idea for a ski slope and the improvement and operation of the cave should be encouraged as a private program. We believe that if private and pub-

> (Turn To Page 10)

\section*{2a BLESSINGS Masonite} Plaques house, kitchen, and anniversary. Gold scrolled \(\$ 1.00\). Personalized, 303 Fifth Ave., New York, New York.

\section*{NOTICE}

Several years ago we agreed that should we ever become separated, you would use the magic code symbol "NX" and I the letter "G", and through these we would be re-united. 1 have now found a wonderful home and a beautiful life and want you to rejoin me. If you see this ad in any of the many papers in which it will appear, answer in that paper.

All my love, " \(\mathrm{G}^{\prime}\)

\section*{Lobban Funeral Home}

Service since 1900
Member of A FDSNaflonal Funeral Directers Asso West Virginia Funeral Directors Gireenbrier Valley District Asso. Oldest Funeral Name in the Greenbrier Valtey Ambulance Service Any Hour Phene III-5-3141
Alderson, W. Va.

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\section*{Wrang Reperts}

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\title{
The Complete Truth Back of the Proposal to Buy the Cass Railroad
}

The best, most compact and
Tin analusis of the feasibility
West Virginia's getting into
the rallroad business was out inet at a
ant meting which was at
This aseeang, editor of this
tended by the walled by a planning mper, wittee, including
Thed Riffe, Chairman, Chisf tereuntant of the National Eado Astronomy Observatory ti Greenbank:
J. M. Kane, Jr, Treasurer, Cass Merchant:
P F. Long, Mayor of the Town of Cass:
J. K. Arbogast. Assistant

Superintendent of Pocahontas Schools.

\section*{If We Don't Watch They'Il Steal Our Centennial}

\section*{(From Page 3)}
would join her. But one import ant State WOULD NOT join the secersionist movement - and that was the Commonwealth of Virginia. She had had too strong a hand in the creation of this great nation to want to destroy it TWICE the Virginia Assembly voted against secession, with the delegates from West of the Alleghenies (now West Virginia) firmily holding the line against it.

The states which had already seceded knew their cause would not stand a chance of success without Virginia. They HAD to have Virginia. So they sent dozens of fanatics to Richmond. They built bonfires and had parades. They threatened

Present were the business professional and political lead-

The im
The important thing in a nutshell was a report given by Ted Riffe. It appears herewith:

At the time of closing of the only industry in Cass approximately 165 men were affected. Some of these men were mobile enough to find employment in other communities and other states. The majority, however, were not blessed with the necessary skills and trades to find other employment, and today some 80 of these men, repre senting approximately 240 de pendents, (wives and children) face utter destitution unles some form of employment is
in our State (second in number only to Virginia). In most of these the Federals were victor ious. Sometimes (as in the Battle of Droop Mountain and the Battle of Sinking Creek, near Lewisburg), far inferior Federal forces, numerically, defeated the Confederates ingloriously. That belied the old Southern view that Confederates were superior people, man for man.
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The first land battle of the entire Civil War was fought at Philippi, and this writer will bet 10-to-1 that the State gets euched out of its rightful publicity again on this score. (That belies the Southern view that "only few minor border skirmishes took place in West Virginia." The Battle of Philippi was fought 33 days before the First

\section*{offered soon. (These men were Lumber Co. Railroad, its rol} eligible for unemployment bene- ing stock, and other necessary fits from July 1960 to January 1961 at which time these bene its expired.)

\section*{Proposal to State}

It is therefore, with the above situation in mind that the com mittee offers a definite and sound proposal to the State of West Virginia to alleviate this situation.

In November 1960 the Joint Committee on Government and Finance by resolution, recom Finance, by resolull membermended to the full member ship of the 1961 W . Va. Leg1s lature, that the State of West Virginia purchase the Mowe
hanged five of his hillbilly captives in the village square at Front Royal. And every time Quantrell appears on television he becomes a little more re spectable.
\[
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One advantage of studying history at West Virginia Univer sity in our day was that we were subjected to all shades of Civil War viewpoints. One of the finest Southern gentlemen and scholars we ever knew was the late Dr. Oliver P. Chitwood. who was an unreconstructed Rebel of the old school
jol.

Dr. Chitwood scorned use of the term "Civil War" at all. He insisted it was the "War Beween the States," the emphasis being on "State's rights" of course. The war, he contented was not fought upon the issue was not fought upon the issue
quipment, to develop this most unique and rare railroad as an operating tourist attraction the State of West Virginia.
The Cass Planning Committee wholeheartedly supports the resolution by the Joint Com mittee on Government and Fi nance as an instrument which could alleviate the unemployment situation in the area, and emphasizes the soundness of the investment in such a venthe investment in

Present Owners
The railroad and rolling stock re owned by the Midwest Raleigh Steel Company Charleston, West Virginia.
The amount of railroad in lved is approximately 8 miles, which runs from a point about \(1-2\) mile from Cass at a crossing on Leatherbark Creek to a point about \(11-2\) miles from the top of Bald Knob. (The railroad did actually go to the top of Bald Knob, but these rails have been sold as scrap. The road bed, however, is still in act and new rails could be laid in order to get the full effect of the engine traveling to the top of Bald Knob. Bald Knob is the second highest point in West Virginia \((4,852\) Ft.) and the railroad is higher than any other railroad east of the Rockies).

\section*{What to Buy}

Also, owned by The Midwest Raleigh Steel Co., are two Shay type locomotives, both of which are 1880 models. One was put into operation in 1901 by the Vest Virginia Pulp and Paper Company: the other began opCompany: the ather began op preparing id to Joint Committee or Government and Finance in preparing this original recom

The committee has made no The committee the number attempt to projet would be emof people that as a result ployed indirectly becoming a of the railroad becoming a tourist attraction (souvened shops, etc.), but has concerned itself only with the direct employment to be provided, (operating personnel).

There currently seems to be ome confusion as to the cost and relative merit of the proposed purchase of the Mower Lumber Company railroad at Cass, W. Va., as a possible at traction for tourists.

\section*{Wrong Reports}

In the first instance the prices heretofore quoted in newspapers have been totally inaccurate as the attached basic investment detail will show. These costs are based on inThese costs discussions with the cormal discussions with the present owners of the railroad and right-of-way. The improvement costs are merely a judg. ment figure which we are confident would be sufficient to develop the railroad into an outstanding attraction for toursts. Any improvement casts however, are subject to personal judgment, depending on how far one would initially want to carry the development program. If, for instance, a lodge simila to the one at Blackwater Falls or those at other State Parks, the costs was to be erected, the
sould be much higner.
However, we behieve the bas\(c\), initial investment shouldaconcerned with the prese tion of the rallroad, demand for in the future the demand great

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In luot of the bouse. pit z 7.31 ind has dropped Eterems io 22 in about an

\section*{fir lape day in a rox we} Curt move 2 car through 6y thirway and had to depend ef \#ursti meeting us and toras an off at the end of Ser late is arder to even get te ar wipermifket and the post Eter
Earplosy is tired of being tiabornd Dispositions have shantelf, tempers flare, and the terioss of confinemènt Ei.at Divery mother we talked ts biting the holidays sald she vilf be glad when school
firies ind the kids would be
or. of the house for a few zomer tach day.
Thar zood supply for the fireploer kar dwindled to the point Fhere we ordered coal to suppement it. And not the least of the irritations that come with such weather was the terrific gat bill we got the other day. In other words, we're sick and tired of this weather and already look forward to the coming of spring.

\section*{Reads The Letters}

One department of every pub. Jication that we always read is 10

\section*{The Complete Truth Back of the Proposal to Buy the Cass Railroad}

\section*{(Frem Page 4)}
lie capital are encouraged to work juintly inf a Ifevelopment as has been proposed then not anly will the tourist stand to gaily, but the state, local govern(nent, and 'all those concerned will gain, both financially and in the self-satisfaction that generally accompanies this type of undertaking
The question which seems to be most prominent in the minds of those directly or indirectly interested in this project is the value of the railroad to the

COST OF FIRST SUMMER
Personnel
Per Week
1-Engineer
1-Fireman 1-Brakeman \(\qquad\) \(\$ 84.00\) - Laborers 72.80 67.20 67.20 257.60 40.00 100.00 1-Clerk 1-Supervisor \(\qquad\) 100.00 Coal (24 1-2 tons at 8.00) 196.00 Material and Supplies and Minor Repairs insurance \(\qquad\) 200.00 Food

TOTAL

\section*{Less: Income}

70 persons per day © \(\$ 3.00\) per person NET \(\quad \$ \quad 1,470.00\)
present owners. The value to the owners, however, is not directly in proportion to the value the railroad would be to the state and its development program, and we believe the attached summary of initial costs would certainly give the owners a fair return on their investment, and its value to the tate, at these suggested costs, cannot be measured in cold
cannot be measured
dollars and cents only.
date thern.

In-the attached summary of operating income and costs for the first summer of operation we have used a volume average of 70 persons per day. This average was based on the re corded numbers of persons who visited the Astronomy Center at Green Bank in the months of July and August 1960. It must also be taken into account that this average of visitors at the Astronomy Center does not include groups who made arrangéments for tours in advance, but are merely people who passed through the area and decided to stop. Further, due to the lack of facilities in 1960 for accommodating the tourist, the Astronomy Center did not encourage visitors to tour the Observatory proper What then, would be the volume of visitors coming into the area if a promotional effort in relation to the railroad to attract the tourist was undertaken? We believe the answer is quite obvious.
The operating costs for the first summer of operation as outlined calls for ten cperating personnel at the going local rates for this type of employment. These costs have been converted to a 7 -day work week (56 hours) and based on an initial summer's operation of 30 weeks (April through October). If, however, a ski slope is added the winter months will provide additional revenues with cor responding additional costs.

Each engine trip from Cass to Bald Knob requires \(3 \quad 1-2\) tons of coal at an estimated bulk purchase price of \(\$ 8.00\) per

Estimated Basic Investment Cost Of Railroad at Cass Cost of railroad and necessary rolling stock, including
approximately 8 miles of track, 2 Shay type locomotives and 8 flat cars (plus stock and parts)
Cost of 8 miles of right-of-way and approximately 200 acres of land on Bald Knob
mprovements of railroad and rolling stock Park area on Bald Knob Other improvements (station, engine garage ) Cave improvements? Ski slope? hunters' cabins? etc. TOTAL \(\qquad\)
ton to the state, thereby requir- average of 70 passengers per ing \(\$ 196.00\) of coal for a week's day. The cost to each passenger would be \(\$ 3.00\) and this would Other material and supplies include the ride and a meal at Other material and supplies the top of the mountain.

be put in first class operation through the initial investment and heavy maintenance should not be a significant problem for three or four years.)

The insurance nas peen com puted on the basis of \(.01-2 c\) per person per engine mile. This is probably high but an experience rating will have to be established over ore or two years operation.

The cost of food is based up on the present cost of prepara. tion in volume. This cost was established by the experience of the present logging operation

These estimates are based upon the local labor rates and probable costs of repairs if the railroad is initially put in good working condition. However we believe the estimate of 70 passengers per day is low and any increase in passenger traffic would increase the revenue without a corresponding increase in operating cost.

\section*{It should je mace very clear} hat this committee or other proponents of this project do not advocate its purchase at the advocate of other worthwhile conservation or tourist while conservation or tourist attractions, but, unless positive action is taken, and taken quickly the state will no longer have such an attraction availtural attractions can be deferred in preparing for \(60-120\) persons. without a loss in either direct The income is based upon an value or potential.


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 at coniflofly mothet we gald she
bolidane kaid bolidats kaid she
whell setrobt kids would be rouse for a few ny：
upply for the fire－ naled to the ppint fered coal to sap－ nod hot the leak was the ierrific of the other day． wards，we＇re slick this wistlter and form
ring．

\section*{The Letters}
tment of every pub－ we always read Is to the nditor：
rhat we noticed a he Jim Beard our tine rallrasds．
is the Jim Beard fauled to make in of his most We have two our collection who is known wonderful chef， it comes to doors．
d many of his eat success，but which is also ur friends．is a rinade．It is ex． leaks，especially angh side，cooked or out．

\section*{for even tender）} of in thls for 6 cfore grilling and in＇t liave delictous find a fough for our

9 －Supervino \(10 \operatorname{corlac}+218 \mathrm{mx}\) at 8.001106 .00 is quite obvious． Matrial and Supplies and The operating costs for the Minat Repairs 200.00
39.20 Imsurance 180.00 Food－ToTAL \(\$ 1.254 .00\)

\section*{Less Income}

T0 persons jer day
per person NET \(\quad \begin{array}{r}1,470.00 \\ \hline\end{array}\)
ecteremen
present owners．The value to the owners，however，is not directly in proportion to the value the railroad would be to the state and its development program，and we believe the attached summary of initial costs would certainly give the owners a fair return on their investment，and its value to the state，at these suggested costs， cannot be measured in cold cannot bellars and cents only．
But what should also be con－ fidered by the State in estab－ lishing a value would be the number of persons to be em－ ployed，and the aid to small ocal businessmen such as hotel owners，service stations，rest－ ourants，stores and the like．Of course，any aid to business such 35 these have a direct relation－ ship to the economy of the State which would be derived in the form of Consumers＇Tax， Business and Occupation Tax， gasoline tax，hunting and fish－ ing fees and the like．

The State of West Virginia has at its disposal in the area of the Cass railroad the herit－ ages which have been the trade－ mark of West Virginia in the past and also those that are playing an important part in the future of the state．The heritage of the past－an 1880 model steam locomotive lum－ bering up the side of a moun－ tain to a peak unequalled in betpht－by－any ratroad in the betpht－by any ratroad in just
ehstern Unityd Stades．And just enstern unityd states．And just

10000 tract the fourist was inder 8000 go taken＂We believe the answer

Each engine trip from Cass to Bald Knob requires 3 1－2 tons of coal at an estimated bulk purchase price of \(\$ 8.00\) per
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The cost of food is based up－ The cost of food is based up－action is taken，and taken
on the present cost of prepara－quickly the state will no longer
have such an attraction avail－ ion in volume．This cost was have such an attraction avail－ established by the experience able to it，whereas other na－ of the present logging operation tural attractions can be deferred n preparing for \(60-120\) persons．without a loss in
The income is based upon an value or potential．
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in waberfur che of dauors tfied mainy of Mls sfeut succers, tru which in 2isa marinadie th is है etraks, erpecially tougl side. booknd 4 or out for coven tender ent it Ihis for 6 atione pritlin! and inthave celuctots fineforigh for ourr

2-cup of Sive be otL I-2 cap ot soy 2 \&mall onions 2 chopped cioves d 3 tablespoons of esh or preserved 1 teaspoon of fresh lack pepper, 1 teary mustard and a le vinegar. Use for ell
ds like a waste of
ey, but you don't 3 brand Hke Jack y that cheap stuff pull out of the guests arrive.

\section*{Commercials}

\section*{landler's nomination} verest of the new commercials new. Betsy. But the two we have mercials goes to mentioned might even sell chow Chang King chow mein and Pontiacs.


Only 140 Books Left Hillbilly Bookshop, Richwood, W. Va.

\section*{4 Tourist's Prevue \\ Cass Railroad Ride \\ By Ivan N. Hunter} the ultimate point of interest in that section of West Virginia. But, how wrong we were.

Just this past weekend, we eturned to Pocahontas County and found and in this unique county.

The day that we found another exciting chapter in the other of Pocahontas County was last Saturday and the place was Cass, a small mountain village crowded by the Allegheny foothills to a precarious perch on the banks of a turbulent river named Greenbrier.

\section*{Last Train From}

\section*{Cass}

I was in Cass not to meet the friendly people or to admire the unequaled scenery or draw into my lungs, the pure air of the hill county. I was in Cass to take a ride on a mountain railroad and when we arrived in the community at eight in the morning, the object of the affection of just about every rail fan in the eastern part of the nation was puffing saucily on a side track, taking on water
the present century.
If you haven't been re the West Virginia Hillbill might not know that Baum, a rail fan from P vania, came down to th Capitol and talked to makers during the spe sion with such convinci manship that the men talking politics long er set up a special subc to investigate the pros of his idea of buying road for a tourist attr of the last steam East of the Rockies.

To Decide
The subcommittee coming Sunday at in Charleston to de what it will recom legislature when January. Most of members have vately that the that the state pu ing stock of the Lumber Compar into a rail buffs

The town of only industry sold at the au sembles one western ghost mother lode pl Narrow stre

\section*{Railroad Ride}

\author{
By Ivan N. Hunter
}

Last summer, after we hiked up Hills Creek near Hillsboro in Pocahontas County and took some fine shots of the Falls, we thought that we had seen the ultimate point of interest in that section of West Virginia. But, how wrong we were.

Just this past weekend, we returned to Pocahontas County and found another amazing facet of interest in this unique county.

The day that we found another exciting chapter in the story of Pocahontas County was last Saturday and the place was Cass, a small mountain village crowded by the Allegheny foothills to a precarious perch on the banks of a turbulent river named Greenbrier.

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I was in Cass not to meet the friendly people or to admire the unequaled scenery or draw into my lungs, the pure air of the hill county. I was in Cass to take a ride on a mountain rallroad and when we arrived in the community at eight in the morning, the object of the af. fection of just about every raii fan in the eastern part of the sation was puffing saucily on a side track, taking on water. She was "Number Four" and the years have been kind to the litile gal and her jaunty air did not hint that she was a young lady when William Jennings Bryan was campaigning for the preaidency.
"Number Four" is a rare hind because, to historians, the railuoad, she represents one of the last of the shay engines that lowghed at the steep hills of West Yirginia back when the
prime in the early days of the present century.

If you haven't been reading the West Virginia Hillbilly you might not know that Russe: Baum, a rail fan from Pennsyivania, came down to the State Capitol and talked to the law. makers during the special session with such convincing salesmanship that the men paused talking politics long enough to set up a special subcommittee to investigate the pros and cons of his idea of buying the railroad for a tourist attraction one of the last steam shay lines East of the Rockies.

\section*{To Decide Sunday}

The subcommittee meets this coming Sunday at the Capitol in Charleston to decide on just what it will recommend to the legislature when it convenes in January. Most of the committee members have indicated privately that they will advise that the state purchase the rolling stock of the former Mower Lumber Company and turn it into a rail buffs paradise.

The town of Cass, with its only industry shut down and sold at the auction block, resembles one of those frontier western ghost towns after the mother lode played out.

Narrow streets of white two story houses, many of them now deserted and up for sale, bear witness to the time when lumber was king and over 168 families lived in the booming community.

Old-timers bronzed by tha many seasons of logging in the surrounding mountains sit idly on the porch of the boarded-up company store and with only the least prompting will tell of
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"Number Four" is a rare bird because, to historians, the railroad, she represents one of the last of the shay engines that laughed at the steep hills of West Virginia back when the lumber industry was in its
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Old-timers bronzed by the many seasons of logging in the surrounding mountains sit idly on the porch of the boarded-up company store and with only the least prompting will tell of the roaring days in the past history of this lumber town, of days when the big double-band mill sawed around the clock and when as many as eight of the smoke belching shay engines went up to the top of the highest mountains to bring down the logs that the skidders towed on sky high cables from ricege to ridge, of the "skidder bovs" who tooted the steam whisiles to signal the hookers on the other side of a deep valley and whose vision was sometimes ojscured by low hanging clouds.
Most of the young folks have moved over to nearby Greenbank where they have found jobs at the Radio Astronomy Center in an unheard of project of sorting signals from galasies in the outer fringes of space.



\title{
Save The Train!
}

\section*{THE STATE CAN BUY A RAILROAD}

\section*{AND OTHER STATES PROVE IT FEASIBLE.}

West Virginia has something that a lot of other states would give a purty for and that's a bit of sure tourist bait in the form of a mountain and a railroad that chugs up it.

The state of West Virginia can have this railroad if the owners don't want to get too rich on it, and if the state's representatives are convinced of its worth as a fourist attraction.

There is every kind of interest in the idea. This paper has heard from everybody and his brother and all divinely hope that the road and its steam locomotive will not be relegated to the limbo of the scrap heap.

Hillbilly tells the story up to now this week. It gives you a news account of the Sunday meeting of the Heuse-Senate group. It gives you pictures that a Virginia railroad fan took. It gives you a pep talk letter from Pennsylvanian Russell Baum who started Hillbilly out on the quest to save the railroad.

Keep this issue as either a souvenir of West Virginis's backwardness or its forwardness. Remember: Hillbilly he asking the state or private enterprise to do only what sther atates have done to their profit, glory and pride.

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naddizma! fing flat cate Ty made by at Iesst three Whe would be cat. They are Carp., Nower Don Mowst
also that a dentified only puthers bank-

\title{
Baum Writes Again about Cass Trrain \\ that 1 found out my info on the Tweetsis.
}
peat Mtr Cometock
Faclosed sre a group of pictures 1 took (as the trip Saturday aboard the "Legislature Spectal Pledse return there with the rest atter you have used them.

If the proposal with the legislature Aats through the wrote on Sunday, October 400 today you may be interested in gettin: more information of this sort of thing to use is your newspaper promotion.

If so, my offer still stands of taking you around the two tourist railroads in Pennsylvania. One, the East Broad Top, which opened up this August, was in constant communication and made many trips to the Tweetsle in North Carolina. And the operator of the EBT delved into all the facets of the Tweetsie before starting his own operation. And it is from my talks with Mr. Wilburn of the EBT

1 was probably instrumental here several years ago in helping to get the id started. With subsequent trips with the mr from the Tweetsie to purchase equiplif from the EBT at cost. I think the idea fin blossomed and then trips and discussions \(v\) the Tweetsie man finalized the decision Mr . Wilburn to convince the owners of railroad, Kovalchick Salvage concern Pittsburgh, to follow through with the Mr . Wilburn was up until the line was official? abandoned (track was never torn up thous and still is the Operating Vice-President. should go on a Sat. or Sun. and next week (th) first weekend in November) is the end for : year. You can also compare the multitude vantages the Cass outfit has over the EBT ant
(Turn to Page 8)

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There she stands, idle, ready for the blow torch, ready for the scrap heap. Anyway you look at it. it is sad throwing away a past that can be re-created to the sibilant sounds of a symphonic cash register.


The little train fetehed in this log for the now defunct bull chain of Mower. The tittle train can poselly bring in greater wealth than Elbly

\section*{Legislative Report}

\section*{(From The Charleston Gazette)}

Members of a legislative committee took a preliminary step here Sunday toward possible purchase of a lofty little railroad with its side attraction of an underground waterfall said to be higher than Niagara Falls.

The railroad step was taken by four members of the Joint Committee on Government and Finance. They authorized Legislative Auditor C. H. Koontz to check with the Conservation Commission on the wisdom of purchasing the Mower Lumber Co. railroad at Cass, Pocahontas County.
The commission would have charge of the railroad as a unique scenic attraction for tourists in the event of purchase by the state.

Tentative offers totaling a maximum of \(\$ 284,110\) were quoted to the committee by Koontz. The sum represents the purchase price for 13 miles of railroad, an extensive land area, an old diamond stack locomotive and certain additional equipment, including flat cars.

The offers were made by representatives of at least three principal owners who would be involved in the deal. They are Midwest Steel Corp., Mower Lumber Co. and Don Mower Lumber Co.

It was learned also that a private investor, identified only as a friendly "southern bank-
(Turn to Page 14)

Pictures

On
This Page
end on
Page 8
Made By
Mr . and M -s.

William E.

Barrett, Jr.
Of Arlington, Va.

Going U
Baum Wr
Dear Mr. Comstock:
Enclosed are a gr on the trip Saturday at Special". Please return after you have used the

If the proposal falls through the wrots 30) today you may be more information of thi in your newspaper pron

If so, my offer you around the two tou sylvania. One, the Eas opened up this August, munication and made m sle in North Carolina. At EBT delved into all the before starting his own from my talks with Mr.

Wharmmen for the only state that can own an up hill railroad.


\section*{Save The Train!}

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There she stands, idle, ready for the blow torch, ready for the serap heap. Anyway you look at it. it is sad throwing away a past that can be re-created to the sibilant sounds of a symphonic cash register.

 bof for ghe wawe dofenes bely chala of Hower. Thes einits lickes ofs pass. shlis buting tiw eroster ereatin thes Bliks.

\section*{Legislative Report} (From The Charleston Gazette) Members of a legislative committee took a preliminary step here Sunday toward possible purchase of a lofty little railroad with its side attraction of an underground waterfall said to be higher than Niagara Falls.

The railroad step was taken by four members of the Joint Committee on Government and Finance. They authorized Legislative Auditor C. H. Koontz to check with the Conservation Commission on the wisdom of purchasing the Mower Lumber Co. railroad at Cass, Pocahontas County.

The commission would have charge of the railroad as a unique scenic attraction for tourists in the event of purchase by the state.

Tentative offers totaling a maximum of \(\$ 284,110\) were quoted to the committee by Koontz. The sum represents the purchase price for 13 miles of railroad, an extensive land area, an old diamond stack locomotive and certain additional equipment, inclading flat cars.

The offers were made by representatives of at least three principal owners, who would be involved in the deal. They are Midwest Steel Corp, Moiver Lumber Co. and Don Mower Iumber Co.

It was learned also that 3 private investor, identified only as a friendly Houthern bank. (Turn to Page 14)

Picture
On
This \(\mathrm{P}_{\mathrm{i}}\)
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Page
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Mr. an

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Dear Mr. EI
on the \(t\) Special". after you

If
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\title{
Baum Writes Again about Cass Trrain
}

Deas Mts Cometpck:
Ferliosed are a group of pletures I took an the trip Satarday aboard the "Legislature Spocial: Piease return these with the rest afler you bave used them.
if the proposal with the legislature tats through (he wrote on Sunday, October 30 ) today you may be interested in getting mare ieformation of this sort of thing to use is your sewripaper promotion.

If so, my offer still stands of taking you aroand the two tourist railroads in Pennsyivanis One, the East Broad Top, which opested up thls August, was in constant communication and made many trips to the Tweetsie in North Carolina. And the operator of the EBT delved into all the facets of the Tweetsie before starting his own operation. And it is from my folks with Mr. Wilburn of the EBT
that I found out my info on the Tweetsie.
I was probably instrumental here \(=1-\), several years ago in helping to get the idea started. With subsequent trips with the man from the Tweetsie to purchase equiplit. from the EBT at cost, I think the idea finall : blossomed and then trips and discussions wi. 3 the Tweetsie man finalized the decision 0 : Mr . Wilburn to convince the owners of the railroad, Kovalchick Salvage concern nes: Pittsburgh,- to follow through with the idn. Mr . Wilburn was up until the line was officially abandoned (track was never torn up thougn) and still is the Operating Vice-President. Wo should go on a Sat. or Sun. and next week (the first weekend in November) is the end for the year. You can also compare the multitude advantages the Cass outfit has over the EBT and (Turn to Page 8)

Let's Save the Railroad!

From Page 1


The railroaders call this "clawInr" and the old coal-b sner is sare clawing up Cheat.


Old No, 4 gets shifted. This is up In the mountains six miles above Cass.


Want to Be Something Else

There is no tree in the Allegheny forest that would give 700,000 board feet of lumber. There is no canyon in the East quite like Yosemite-Tallulah Gorge in Georgia comes closest, 3000 miles behind. And there is no all around park like Yellowstone. And there is no grandeur in the world quite like looking at Mount McKinley (called Mt. Denali

RUSSELL BAUM MAKES PLEA
the cost of salvage rail at about \(\$ 1.50\) to \(\$ 2.00\) per foot. And the morerof these places we add, the more attractive a travel package the East will be - or for that matter keeping a perpetual West bound tourist East (like me).

Let's Preserve the East
As an aside - if at this time I could land an attractive job in the West I'd do so. I love to travel - and that is becoming the American pastime-and will continue to do so. And with places like the proposed Cass layout I'll have no need to be out West to be steeped in the beauty of America. I'll be able to do it at home. And yes, we do have some of these things here, such as Williamsburg, Hopewell Furnace (an iron furnace Nat'l Park in Pa.) along with scores of military parks like Gettysburg, which memorialize and perpetuate wounds of the past with hunks of stone strewn over the landscape.

Let's face it: We've come short of preserving the glory of our East. At Cass we can combine the serene beauty of the East in its finest with the transportation mode that made America - the Railroad.

And showing steam in its finest hour, a symbol of a passing century of tradition, is a nostalgic item that will live in the hearts of men for time to come; the personal and romantic throbbing of a steam engine along with its plaintive wail:

What American father will not fail to
noveratar 1, mex

These pietures were made by Mr. and Mrs. Wm. E. Barrett, Jr. of Arlington, Virginia, two train lovers who come, or did come, to West Virginia to worship it the altar of the great god Steam. This is No. 4 Shay at a Cheat water stop. rationalize some reason to take his son for a last look and a return look for that matter? You talked on the trip about the West capitalizing on the Cowboy. How about Paui Bunyan and the Lumberjacks? Were they not as colorful? Who doesn't use lumber? And who doesn't thrill to the thought of a rugged lumberjack deep in the woods calling out in resonant tones - "Timberr"? How many people have gone through an honest to goodness saw


Oid \(\mathrm{Na}+\mathrm{f}\) gets stified. This is up In the mosntalns sts miles above cass.


This mill was built in 1921, replacing one that burned. Hillbilly feels that this old mill shouldn't re. that down the years it will pay the state a pretty penny as a souvenir of the past. A logger's maseum could be garnered here.


That's a \(\log\) loader, chlldren. That's a log loader, chlldren.
Sure you know now. But there Sure you know now. But there
will came a day when you won't. Unless the state of West Virginia, or its businessmen, have the wisdom to preserve this rich heritage.

Ifage of all - our numan avanderance of hu And where is the preponderance Pennsylman hertage? its in the East omulate the vania Grand Canyon tries (an or Grand Camyon of the Colorado. The Great Smakies and the Hills of West Virginia 'ry Smokies and the Rotenders to the Rockies. But to be eastern pretenders to the Monongahela no matter how hard we try the Monongahela National Forest will never compare with the forest of Sequoia National Park with its towering 300 foot giants up to 40 feet in diameter.

\section*{Want to Be Something Else}

There is no tree in the Allegheny forest that would give 700,000 board feet of lumber. There is no canyon in the East quite like Yosemite-Tallulah Gorge in Georgia comes closest, 3000 miles behind. And there is no all around park like Yellowstone. And there is no grandeur in the world quite like looking at Mount McKinley (called Mt. Denali by natives and the Indians) towering 16,000 feet from base level and 20,300 feet from sea feet from base level and 20,300 feet from sea level. Watching it as I did, from where I worked, 150 air miles away at dusk was an awe inspiring sight I can never forget. And with the help of two large photo murals I took, I never shall.

Can the East top that? Yes, it can. Not by trying to match that which makes the West great, not by matching mountain peak for mountain peak; but by preserving that which made America great, by preserving that which the East in our history books is noted for-its human heritage.

True we have beautiful forests and hills in the East with a certain unusual sylvan beauty to set them apart from those of the West, but it's not a dynamic beauty as with the West: And it's not going to draw people from the Midwest East when it's just about as easy for them to travel West. But it's a combination of our pastoral beauty combined with the dynamism of our rich human heritage that will draw people to the East. Why do people go to Europe? Certainly not to listen to people speak a language they can't understand or to see scenery we can surpass several times over in our own backyard. Nor for the opportunity of spending the \(\$ 500\) round-trip airplane fare. It's the human heritage in Europe -the museums colosseums, pyramids, that take
serving the glory of our Eant. At Cass we can combine the serene beauty of the East in its finest with the transportation mode that made America - the Railroad.

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Last year in Longview, Washington, I went through the Weyerhauser Mill. There were 25 in our party. Tours were hourly every day of the week. Absurd? No! In a large center of population-no. Just a pure genuine interest in our human heritage-lumbering. And remember, this is just to see a mill operate. There's no ride involved. No scenery to see. It's not next to anything else of interest. There's no timbering to watch. It's just to look at a saw mill.

\section*{We Have So Much . . .}

My father-in-law travels East and hauls me around on jaunts for guess what - just to see the remains of old iron furnaces. And there are crowds at the developed places like Hopewell. Why? You know why. And yet there's nothing operating at these places. All there is are guides, pamphlets and restored and reconstructed remains. So, plus these three vitally interesting facets of our heritage we have added at Cass a perennial favoritea cave; and of course the not to be forgotten heritage of our future-the National Radio Astronomy Observatory at Green Bank. Bere's a Gold Mine in Them Thar lieve met it's not California.
Hills and it's not in Callorma.
And you can continue to ask me fort any possible further help I may give. I wat nothing more out of it than cause and the


These pictures were made by Mr. and Mrs. Wm. E., Barrett, Jr. of Arlington, Virginia, two train lovers who come, or did come, to West Virginia to worship at the altar of the great god Steam. This is No. 4 Shay at a Cheat water stop.


Last empties come from the Cheat woods. It's the last day of a add span. West


Clyde Gatford brings in wood from the West Virgiaia's slorious t.re


This mill ose knill in 1sn1, re: plenting ene shat iworned. minsilty feetr ahat dats ale mill shenltn't fe that diven the vears it will
 ewvenir af the hemerel here muserm mald be garmered hers.


That's a log loader, children. Sure you know now. But there will come a day when you won't. Tinlear the state of West Virginia, or its businessmen, have the wisdom to preserve this rich heritage.


The old choo-choo comes to a bit of land on the level between the two switch-backs on the side of
level. Watching it as I did, from where I work हैt tse atr miles away at dusk was an awe inspiring sight I can never forget. And with the help of two large photo murals I took, I never shall.

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went through the Weyerhauser Mill. There were 25 in our party. Tours were hourly every day of the week. Absurd? No! In a large center of population-no. Just a pure genuine interest in our human heritage-lumbering. And remember, this is just to see a mill operate. There's no ride involved. No scenery to see It's not next to anything else of interest. There's no timbering to watch. It's just to look at a saw mill.

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And you can continue to ask me for any possible further help I may give. I want nothing more out of it than the feeling that I've done something for a good cause and the self-satisfaction that that gives and the knowledge that future generations and myself will have places to go in the East in quest for rich vacation spots.

Russ Baum

People, who are deeply interested in the fate of the Cass railroad have been



Lountain to the top of Balat elevation of has a reported elevation of 4,857 feet-just Knob in Pendleton Spruce Knob in Pendleton. County highest point in the state.

Proponents of the purchase say that the steep. old-style rallroad, with the old diamond stack steam locomotive capable of laboring up the scenic coun tryside, plus Cass Cavern, a sure-fire tourist attractions.

The underground waterf said to be about 200 feet is within the cavern near railroad.

\section*{THEY BEEN WORKIN ON DE RAILROAD}

If West Virginia buys the railroad at Cass, "and thus fills its coffers with tourist dollars these men who met on the inspection trip two weeks ago. They are: (sitting left to right) J. C. Cruickshank, Jim Comstock, and Harry Pauley. Standing: Don Crislip, Ted Riffe, Carl Frasure, Dick Bowman, P. F. Long, Robert Jacobson, A. L. Reed, Carl Gziner, C. H. Koontz, Don Mower, Ward M. Dawson, Sr., Mŕ. Yokë, T. G. Matney, and Herb Schupbach.

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(From Pacie 1) er," is interested in buying the railroad if the state decides against making the purchase: His reported offer is about \(\$ 75,000\)

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\section*{NOT MERGING}

Betw-en sussicns of two leogislative e-minittees Sunt. Iesting sensiors and uelegates, discussed possibility of issuing passes on the scenic Mower
Co-Chairman Harry \(R\). Paut-
L.umber Co, railroad. \(R\)

\section*{NOVEMBER 12, 1960}


Mountain to the top of Bald Knob, which has a reported elevation of 4,857 feet-just three feet less than Spruce Knob in Pendleton County, highest point in the state.

Proponents of the purchase say that the steep. old-style raitroad, with the old diamond stacis steam locomotive capable of laboring up the scenic counIfyside. plus Cass Cavern, are safre-lire tourist attractions.

The umderground waterfall, said to be about so0 feet high, is within the caverti near the railfond.

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\section*{Cass Train Report}

\section*{(From Page 1)}
er," is interested in buying the railroad if the state decides against making the purchase: His reported offer is about \(\$ 75,000\).

Co-Chairman Harry R. Paul-
 that the Government-ard Fl. nance Committee 1scked a quorum to take formel action Sunday. The total of four members present was two short of the quorum required for the 10 member committee to do business.

Pauley said he was reasonably certain, however, that the full committee would approve the decision to talk about the matter further with the Conservation Commission. The other three members present were Sen. A. L. Reed (R-Preston), Del. Herbert Schupbach (D-Wetzel) and Del. Ward M. Dawson (R-Morgan).

\section*{Will Meet Nov. 13}

The committee set Nov, 13 for its next meeting. More positive action is expected at that time.

A note of urgency was injected in the meeting by a let-

\section*{ONLY RAILROAD NOT MERGING}

Betwen s?ssic-s of two lecislstive ermmitfees Sunror. iesting sen3tors and celegates discussed the possibility of issuing passes on the scenic Mower Lumber Co. railroad.

House Speaker Harry R. Pauley (D - McDowell) commented:
"This is the only railroad 1 kniow of that doesn't want to merge with another one."
ter from Midwest Steel Corp.. which has indicated that it wants to remove the railroad before the weather gets cold if no sale is made.

Committee members decided they don't have the authority to take a proposed \(\$ 5,000\) option on the steel and rolling stock of the railroad.

Pauley said the powers of the committee could scarcely extend beyond making a favorable recommendation to the next Legislature, which convenes in January. Meanwhile, he said he thought the Conservation Commission should look at the matter in relation to its total program and make a report to the committee at its earliest opportunity.

A long petition signed by West Virginia University students in support of the proposal was brought to the attention of the committee.

\section*{Story of the Road}

Committee members took an inspection tour on the railroad Oct. 22. Their power to study the feasibility of making the purchase was granted at a recent spectal-legislative session.
The railioad starts at the town of Cass and winds atong Leatherbark Ruh up Cheat

\section*{Get Together}
is the only criterion in determining whether we need more motrey or not. We shall talk
about the improvement of edqcational quality, instead, or at least in addition. We shall try to work out ways of identifying and rewarding talent as distinguished from mere timeserving. It's talent that we want to get and don't want :o lase-let's put our money there -we can always get warm bodies to stand up in a classroom and call the roll. We shall vis it each other's campuses and learn about each other's problems and strengths first hand. get tired of hotels-but never of campuses. We shall help each other. First we must sell, even more than we have, the values of higher education to the people and their leaders-make absolutely clear its indispensa bility to the State, to the Nafion and to youth in the second half of the 20th century. We shall join in encouraging ipcreased corporate giving to higher education and in educating all our alumni to the fact that their own education whether public or private, was heavily subsidized. Together we have avenues of approach to oundations, corporations, legisatures, churches and individuals and groups of all kinds hat we may not have sepa rately or alone.

We shall enceavor to explode the fallacies in the public mind such as that tax-assisted institutions don't need private support, that voluntary contribu tions to public institutions re duce contributions to other in stitutions, that private institucons can survive by just keep ing on raising tuition, that pri vate institutions suffer unfair competition from low fees in tax assisted institutions. All of these are sheer nonsense. Let's

\section*{The Latest Word on Cass Choo Choo}

By Ivan N. Hunter
Just about everybody in West Virginia, and several other states too, with a few notable exceptions, has fallen in love with the Cass Railroad. This fact was brought out at the Legislative committeo meeting held in Charleston Sunday, November 20 .
A petition bearing the names of 1500 Marshall College students, along with numerous letters and wires, was read to the six man group before they unanmously voted on co-chairman Harry Pauley's motion to recommend the purchase.
The motion instructed Conservation Director Warden M. Lane, to get in touch with the owners of the railroad and roll ing stock and attempt to gel a reasonable price quoted for presentation to the full house membership when they convene in January for the 1961 session.
During the Sunday meeting Director Lane revealed some of the long range plans for tourist development in West Virginia by his Conservation Commission. The Director specifically mentioned the Seneca Rocks area and the Bluestone Gorge as projects whose development should have higher priority than the Cass scenic Railroad.
Lane expressed only mild en-
thusiasm for the development
scholarships. We are about to set up a joint statistical service and joint efforts in fund-raising. We hope to work more closely together increasingly in the highly important field of adult education.
of the Cass line but told the be in business, at a fraction of committee that his department would be glad to operate the scenic line if the legislature collowed the committee's approval and "give us enough money to run it on".
Listing some of his objecttions to the project the Conservation Commissioner noted that the town of Cass was almost inaccessable to concentrated tourist traffic. He also stated that the cost of acquiring and onerating the scenic shay line might prove prohibitive.

Ted Rife, an employee of the radio-astronomy
center at Green Bank, and an ardent spokesman for advocates seeking to preserve the last steam mountain line in operation in the eastern United States, disputed some of the cost figures quoted earlier in the hearing by Director Lane.
"The Bluestone Gorge and Seneca Rocks have been in place for a million years, and will last another million", Rife said. "But the Cass Line will be sold for serap unless somebody takes action soon", Rife went on.

Disputing the need of an ex pensive lodge to house and feed tourists Rife explained that the state could purchase several old Pullman coaches and dining cars and set them off on a sidTWAN'S PARENTS LIVED IN MASON COUNTY

The parents of Mark Twain once lived in Mason County.
EGAN WROTE HUMOROUSLY OF THE CIVIL WAR
One of the few humorous books on the Civil War is "The Flying Gray Haired Yank" written by Michael egan of Written by Michael Parkersburg in 1888.
ars and set them off on a sidthe cost estimated by Director Lane.

Even the amount of coal re quired to climb Bald Knob figured in the discussion. Warden Lane had earlier told the legislators that his department estimated that it would. take ten tons of coal to make the steep ascent.

Railfan Rife challenged the tonnage figure and told the members that it would only take four tons to climb the mountain and "a half a ton to come down
"We propose to nold a public meeting somewhere in the state, as suggested by the West Virginia Hillbilly, to plan for action to present our cause to he West Virginia Legislature when it convenes in January", the astronomy center accountant announced at the meeting. "Public notice of the time and place will be announced," Rife concluded

\section*{Person to Person}
R. E Mathews of Weston will at the invitation of WOR to tell receive Hillbilly for the next \(t v\) and radio audiences of the 52 weeks with the Christmas Manhattan area why Hillbilly is

\section*{cher \\ AVI SEMPER \\ Time to Start Workin' on 'de Railroad \\ somebody who will be necessary to take care great mandate and he is serving}

There is somebody who will bet ne. by the divine right of kings. But jesn't like a railroad Some- or visitors. That somebody is, first the he didn't say do it, and it wasnt dy who doesn't want to buy Guvnor of West Virginia. He done. One wonders why the gov e te little Class Railroad and Governor ot it because if he did ernor doesn't like the railroad. ind it to chugging up to the doesnt like it because the legis- The Senate of West Virginia p of Old Baldy with a cargo he would have sat little railroad likes the railroad and put it in if freespending, fun-loving lature, "Buy that lite rive out the budget so it could be bought. iurists. ant to put the unemployed and let's give the people back little railroad and they said, the, cople of Gas to work running a Little something food father House and the Senate have to rat little railroad, to building nor has been made good by a agree or the budget cant be subie large tourist camps that of the West. Virginians by admitted and the legislature cant
 adjourn until they get together. So there was a kind of comprise.
Let's put in enough money and if the Conservation Comrmission wants buy it." That was then they can buy
nice on the surface, but it still means that there's somebody in means that there's somebody power who doesn't like the lute
railroad and that the state will never buy it. Or so this paper thinks.
There is somebody who likes the little Class railroad. This paper, for instance. But this paper isn't any judge because this paper is one man's opinion. So there are others who like the there are others who like the little railroad and that is just about everybody in West Virgin12 except the strong man on the
budget of the state. Why they budget of the state. Why they
don't like it, nobody knows, One of the big men says it will take too much money and he talked about toilets on top of the hill and about other things. This paper said back to him, get the railroad first and then talk a bout those things. Be sensible But the man got ruffled and the paper got ruffled and nobody got anywhere.
Now this paper predicts that if the thing is left up to the state, that the railroad will be sold to those people in Marion. Virginia, who would like to have it to attract tourists. But that shouldn't happen and this paper will scrap till hell freezes over or until the last spike is taken up and sold to the Old Dominion, which apparently has more fleeting in also watch for a big to live. Let's take what God gumption and leadership than somewhere soon. At this meet has given us in good scenic neIf enurmion, West pis ing we will have expert on cosh Wat es and turn them into gnianiare infervated in buying how to organs stock comers to til from that eh for further word Bock to make this thing poss les, and wet have a treasurer state to io if os possible for the bile now is the time to say your on hands to take money.
piece Write this paper now is to what extent you can or will West prove to the world that molecular The chances are 60. Write to us until we get a gos prowling around Washing to is a job for the people, mats it geod organization to take over go prowlag around Washington people who for people, nat the

The Biggest Treasure in Kew England! MT. WASHINGTON. N.H.
3/4/ MILES FROM TO, TO BOTTOM!

SEE and RIOE
ON WORLDS ERST COG RAIL WAY!

This is the story of your tip up Mount Washingon on the Worlds: Ft, " "Cog Railway, invented might railway utes these long yean af construe fish, was opened on July 3, 1869 and lias operated continuously since that time sencepl for ono your in the first world war and three in the last.

Weather fermiling, trains will leave the Bose Station avery time the clack strikes the hour from nine in the morning until six in the evening (9 A.M. to o P. An, D, S, 1.). When tratic demands, extra and this cause the trains to ant off athedula in early June and late September taine run of 11 A. M. and 2.15 P . M.; others as traffic demands-

OF NEW ENGLAND

Govider sumatting like this

Hillbilly's Salute to The Irish I

\section*{Time}

\section*{to} Start Workin' on

There is somebody who mont live a raltruad. Somealy whe bacean? want to buy io thrtio Cans Ratlroad and whd it to alabging up to the p) of Ofs llalisy with a cargo f freespenting, fundoving tariates.
There's semebody that doesn't ant tis pet the unemployed rogle of Cass to work running at lirkle railroad, to building
ie large tourist camps that
will be necessary to take care of visitors.
That somebody is, first the Governor of West Virginia. He doesn't like it because if he did he would have said to the legislature, "Buy that little railroad and let it be the first olive out of the tourist jar. Buy it, boys, and let's give the people back a little something." The Governor has been made good father of the West. Virginians by a
great mandate and he is serving by the divine right of kings. But he didn't say do it, and it wasn't done. One wonders why the governor doesn't like the railroad.

The Senate of West Virginia likes the railroad and put it in the budget so it could be bought. But the House didn't like the little raiiroad and they said, no, they wouldn't itemize it. The House and the Senate have to agree or the budget can't be submitted and the legislature can't adjourn until they get together. So there was a kind of comprise.
"Let's put in enough money and if the Conservation Commission wants to buy it later, then they can buy it." That was nice on the surface, but it still means that there's somebody in power who doesn't like the little railroad and that the state will never buy it. Or so this paper thinks.

There is somebody who likes the little Cass railroad. This

There is somebody who likes the Lirtle Cass railroad. This paper, for instance. But this paper isn't any judge because this puper is one man's opinion. So that can be discounted. But there are others who like the little rallroad and that is just about everybody in West Virginia except the strong man on the budget of the state. Why they don't like it, nobody knows. One of the big men says it will take too much money and he talked about tollets on top of the hill and about other things. This paper said back to him, get the railroad first and then talk about those things. Be sensible. But the man got ruffled and the paper got ruffled and nobody got anywhere.

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. . happen in our West Virginia hills?

\section*{KIn \\ on de Kaliroad}
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 204 करणना震 achat

The Biggest Treasure in New England! MT. WASHINGTON.N.H.

\author{
3有 MILES FROM TOP TO BOTTOM!
}


This is the story of your trip up Mount Weastington on the World's First "Cose" Rallvays, inverited and bouls by Sylvestar Marsh of tinleton, 14. H. This umbued railway, ctten theme long year: of construc. fions, was operned on July 3, 1869 und has opmetated chentimerosly since that time except for ents yesor in stien first morld war and three in lhe lost.

Weather permilling, troins will teave the Bore Sation every tirne the clock strikes the hour from noses un the thornheng until vx in the evoning ( \(9 \mathrm{~A} . \mathrm{M}\). E. 4 F M, D. 5. 3.h. When tratic deavandr, extret saclopte cate ruh on the rerrulanly achedulad tripa



about evirns mpa ther of just atyout ent to in west Virain
 dacem of the stato. Why they dont like it, notooty knows. One of the bie mes says if will take Tod much montey and he talked aboout toilets on top of the hill and about other things. This paper raid back to him, get the railrosed first and then talk aBeat thove things. Be sensible. But the man got ruffled and the paper got ruffled and nobody got anywhere.

Now this paper predicts that If the thing is left up to the state, that the railroad will be sold to those people in Marion, Vircinia, who would like to have if to attract tourists. But that shouldn't happen and this paper will scrap till hell freezes over or until the last spike is taken up and sold to the Old Dominion, which apparently has more gumption and leadership than the New Dominion.

If enough of you West Virginians are interested in buying stock to make this thing possible, now is the time to say your piece. Write this paper now as to what extent you can or will 80. Write to us until we get a good organization to take over

rom there also watch for a big to live. Let's take what God meeting in the Civic Center or somewhere soon. At this meeting we will have experts on hand, we'll have lawyers to tell how to organize stock companies, and we'll have a treasurer on hands to take money.
s, and we'll have a treasurer \(\begin{aligned} & \text { stater thinks the chances are } \\ & \text { paper }\end{aligned}\) West Virginia doesn't have to is a job for the people, not the go prowlng around Washington people who represent the for commodities for its people people.
has given us in good scenic ne-
gotiabilities and turn them into gotiabilities and turn them into cash. Watch for further word from this paper.

However, it is possible for the state to do something. But this paper thinks the chances are

\section*{. . . happen in our West Virginia hills?}

\section*{to The Irish Is on Page 14, B'gora!}
urists.
There's somebody that doesn't ant to put the unemployed eople of Cass to work running rat little railroad, to building 1e large tourist camps that
and let it be the first olive out the budget so it and put it in of the tourist jar. Buy it, boys, and let's give the people back a little something." The Governor has been made good father t But the House didn't bought. ittle railroad and they like the they wouldn and they said, no, House and the itemize it. The House and the Senate have to mitted and the can't be subadjourn until they get together. So there was a kind of comprise.
"Let's put in enough money and if the Conservation Commission wants to buy it later, then they can buy it." That was nice on the surface, but it still means that there's somebody in power who doesn't like the little railroad and that the state will never buy it. Or so this paper thinks.

There is somebody who likes the little Cass railroad. This paper, for instance. But this paper isn't any judge because this paper is one man's opinion. So that can be discounted. But there are others who like the little railroad and that is just about everybody in West Virginia except the strong man on the budget of the state. Why they don't like it, nobody knows. Ont of the big men says it will taki too much money and he talkei about toilets on top of the hil and about other things. Thi paper said back to him, get th railroad first and then talk ; bout those things. Be sensibl But the man got ruffled and th paper got ruffled and nobod got anywhere.

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\section*{Complete Text of Russeli Baum's Cass Railroad Plea}

My parpose here today is to sug geat tha feavibility of the state of West Virginia's purchasimg and operating a wopment of the Mower Lumbar Co. in Cass. West Vinginia as an operating pascum of rallruading and lumberingturn of the century style-for the benefit of the people of the state and as a major tourist attraction. And further, to blow that this tourist attraction would pay ths own way from its own revenue.

Railroads, and expecially logging railmads, have for the past 15 years been my primary hobby. Through business, the military service, and vacations, 1 have tarveled and seen most of the interesting railroads in 49 of our 50 stres. Canada, and Mexico from the Cookuila and Zocateas to the White Pass and Yukon. In riding over the Mower railroad last October it occurred to me that few Reilroad and none of the opera ting tourist railroads came close to matching the Mower in spectacular scenery. Further the most scenic part of the line is within 6 miles of Cass.

It was because of this ride that the thought kept mulling over in my mind that this definitely would be the line to preserve as an operating log. ging railroad to be promoted as a tourist attraction. It would be a natural for the state to include it in its Park System. This whole concept of a railroad park is not new. In 1947 the Edarville R.R. was born in Cape Cod District of Mass. with six mile of track around a Cranberry Bog. Today it is the most successful of the tourists operations. The passengers each year are in the hundreds of thousands.

Another tourist railroad is the Tweetsie at Blowing Rock, N. C., near the Smakies but in a remote section of N. C. I was told that last year they
is the Silverton Line running from Durange to Silverton, Colorado. They are booked up in advance for tickets and a ride over their 45 miles of track requires a four day wait on the average. Today Durange is a booming tourist center. Hotel rates shot from \(\$ 2.50\) eight years ago to \(\$ 7.00\) today for a single, and the unusual pari is that Durange is 450 miles from the nearest city of over 5,000 population and has to compete with such attractions as the Grand Canyon, Rocky Mountain National Park, and Yellowstone for the long distance tourists.

Another is the East Broad Top in Penna. It started this August with a five mile trip through some pleasant farm land. It is presently bettering expectations and Mr. Wilburn, the operaitng Vice President, expects to add to the line next year.

Although these other railroads are operating quite suocessfully, they have only one basic attraction, that is a railroad with an operating antique steam engine hauling poeple for an average of five miles over the track. The Mower Lumber Co. Railroad has far more to offer.

To start with, it would be the operation of a real rallroad-most of the tourist lines are built for the occasion and for the historian type person, therefore lack interest.

The Mower does not merely go around in a circle or over an uninter\(e^{* i n g}\) stretch of land. The other lines operating in the East can come nowhere near matching its scenery. You would have the added interest of lumberingturn of the century style-and lumbering in itself has a great appeal to many people. Today in the United States the only railroad logging by the old method of rail to logging point and skidder car
tential to serve as a tourist attraction.
The engines themselves are very unique in the annals of Peailroading. They are Shay geared steam engines complet? with a real 1890 dimond stack. There are two switchbacks on the line. And I know of only two others left in the U. S.

There is an added attraction of a mammoth cave only about 50 yards from the suggested termination of the line on the hill. This cave has received innumerable write-uds in certain magazines. A cave in itself would attract numerous tourists, and the combination would make a very strong tourist attraction.

Then 'at Greenbank, five miles away is a large observatory that would help attract still more people.

The Mower operation would require the operation of only five miles of track and the purchase of six miles. This would take the line through its finest scenery, and five miles is the ideal length for this sort of thing.

Because the major investment is there, the cost would not be large and no more than scrap value for rail and engines.

To summarize-none of the othar railroads serve any other purpose than to memorialize sleam railroads, and none have operating geared engines or interesting scenery. With the Mower you have in addition the large interest in logging-the chance to show old time logging railroading at its best-and a large undeveloped cave.

However this is the last opportunity to do something about it. Unless it is stopped, the salvage company wants the tracks ripped up by time wintior sets in Building a new rallroad wouid be prohibitive.

The highways for entering Cas3



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Trainfan Baum, a Pennsylvania businessman, made this speech before the House of Delegates, Oct. 4.
GOa thellhilly 10/22/1960

\section*{Complete Text}

My purpose here today is to suggest the feasibility of the state of West Virginia's purchasing and operating a segment of the Mower Lumber Co. in Cass, West Virginia as an operating museum of railroading and lumberingturn of the century style-for the benefit of the people of the state and as a major tourist attraction. And further, to show that this tourist attraction would pay its own way from its own revenue.

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TO LOOX WTO TNE FEASIBILITY OF THE STATE'S BUYING THE RAILROAD AS BAIT FOR TOURISTS, WHO HAVE FOND MEMORIES OF STEAM.

On paswiker of \(1 g i n g\) I but concentrating quite lecher- tion. And there are others. Dick but concentrating quite lecher-
ousty upon a herd of young tion. And there are others. Dick
Bowman, whom I know and D Frank Callendar of the Gree
Bank observatory. "Meet Dr Phillip Newell", somebody say and I shake hands with a subscriber whom I have heard much about but had met.
Strangely enough I learned about Rev. Newell, Presbyter ian pastor at Greenbank, when I went to New York that time to check the Big City for it poverty and depressed areas o people following the dressing down that the Saturday Eve ning Post gave West Virginia One of the social workers there told nle about Greenbank's Rev. Newell. And others had told me about him, how he is known as the Hotrodding Cir-
cuit Rider in a Jaguar. He was cuit Rider in a Jaguar. He was there and so was his Jaguar And so were his wife and chil dren. I have never met a more delightful family.

And there were others there at the station. Tom Edgar, for House of Delegates (Democrat) from Pocahontas. He is the "half man" that Pearl Buck half man that Pearl Buck describes in her chapter on
Hillsboro (her birthplace) in "My Many Worlds". Tom Edgar "My Many Worlds". Tom Edgar left his "other half", his two
legs, in Europe. There's legs, in Europe. There's story there, which I haven't time or room for now. Let it suffice to say that he was an in Germany (?) in a church in Germany (?) making plans for an attack when a bomb came through the roof and took his legs off clean above the knees Yes, there's a story there be-
cause the officer completed his plans, gave some orders in connection with them, and called a driver and had himself loaded into a jeep and taken away to the base hospital. Tom Edgar is indeed a man.

We see loads of steel along \(\mid\) ferent shades
he track and I am jolted into the thoughts of how this train and its track will be like cer lain of the natives of Guam whom the Japanese slew. They, the Japs, made each man dig knees at the edge of it, so that knees at the edgife came down when the big kicked in after his severed head. It's like this for the kind old steam loco motive we are riding. It will pull up its track and haul it to the bottom of the hill and when the job is done it too will go for scrap. Unless, of course, the State orders stay of execution.

Train With Smoke
We pass a road and the whistle toots a warning. A car stops and disgorges its passengers because a train with smoke is something to see. A little irl waves and I remind myTom Wolfe and I promise.myself I will. Upward we go and it gets colder and I hear Cruickshanks say that "Poor ald Comstock is going to freeze o death" and I look about me and see that all the rest have intelligently anticipated this ind of weather and are dressed in fitting garb. And Dick Bowman has evidently anticipated my dumbness and has brought along an extra parkaike thing which he gives me and which shrouds me like a mummy's bandage and I never had it so good.
John Killoran comes up to me and I say, "Fill me in, "John" and John fills me in and good. "This is one of the steep railroads. Railroad grades are told in percentages, A rise of one inch per hundred feet Now most Main tine madance. Now most Main Tine mads are And I think she is pretty
erent shades of blue in each receding peak
I talk with I talk with Tom Edgar's wife, charming and devoted wife. I ask her how he will negotiate if problems of the legislature if he is elected. She tells me
that there have been many problems but all have been problems but all have been this one will. Mrs. Edgar is a learned and well-read woman and her knowledge of things in general is rather tremendous and her interest in promoting tourism for West Virginia in general and her own Pocahontas in particular is almost a passion with her. And Peral Buck is indeed a passion.
Her father-in-law, Tom's faher, of course, owns the old Pearl Sydenstricker Buck home at Hillsboro. Pearl Buck comes often to visit the place and in this way has become something of a member of the Edgar family and they love her. Or Mrs. Tom Edgar does. "She is the most gracious woman I ever knew", she told me. "She is kind and considerate, and devoid of all pretence. You would think she would have the right to 'put on' just a little, but she doesn't. And she has no use for people who pretend to be something who pretend to be
that they aren't'".

\section*{Character of Pearl Buck}

I had heard that Tom took offense at Pearl Buck's referring to him as "half man" in her book. "Nothing to it-at he knows what happened to him. He isn't a baby. As a matter of fact he is all man. He understands more than people think and he bears no grudges. I think he is pretty great".


\section*{The Country Store And Loafers Gawk!}

December 29, 1965
January 1966 has rolled around and one should be writing about the history of 1965, but somehow I wander to Camp Caesar where farmers gather to butcher. I haven't been over this fall, therefore I have no fresh sausage or bacon and the liver we used to throw away. I remember the last time 1 helped butcher, someone asked butcher, someone essence
years later, I would be a member of the West Virginia Legislature, writing for newspapers, writing appearing TV and appearing for Congress.
Far be it from me to try and turn back the clock. Civilized men make progress. We never stand still-we travel by 707 Boeing Jet from New York to London in eight hours. I

\section*{THE BOOMING}

\section*{Business in Cass}

Scenic railroad is keeping everybody busy.
BY WILLIAM C. BLIZZARD


Picturesque old Shay engine waits at Cass Depot before first run.

As the old Shay engine, hauling more than 200 happy tourists, puffed up Bald Knob in its sixth week of operation, it seemed to be saying, "I thought I could, I thought I could, I thought I could!"
Like the locomotive in the children's fable, the little engine which pushed and pulled on the Cass Scenic Railroad in Pocahontas County was where it was because of optimism, determination, and endurance.
Those qualities belonged to the Cass Planning Committee, a local group formed in August, 1960 after the Mower Lumber Co. closed the sawn and logging operation which hac supported the Cass community.
This four-member committee, headed by Theodore Riffe, ehief accountant of the National Radio Astronomy Observatory at Greenpank, and J. M. Kane Jr., a Cass merchant, ad a West Virginia tourist attraction. The Department of Natural Resources, plagued by a perennial fund shortage, was not easily discouraged. With newspaper support and the aid of friendly legislators, \(\$ 150,000\) was appropriated by the 1961 Legislature for the purchase of the Cass tracks and right-of-way. The Department of Natural Resources acquired the property in the summer of 1962.
Although the state had only about \(\$ 30,000\) o make repairs to the logging road and build the necessary facilities, the Cass Scenic Railroad opened for business on June 15, 1963, five days before the state's 100 th birthday. The Cass Planning Committee thought it could, and it had. By July 28 , before the business day started, 3,796 adults and 1,558 children had, during the first five weeks of operation, paid \(\$ 2.00\) and \(\$ 1.00\), respectively, for the eight-mile round trip. During the fifth week of operation, alone, rail way fares were collected in the amount of \(\$ 2,205\).
There were drawbacks and disappointments. Only four miles of the track could be utilized this year for an ascent of about 1,000 feet. This is about half of the total railway mileage envisioned, and passengers are not yet able to view the breathtaking panorama from near the top of Bald Knob, at 4,852 feet the second the U, S Area the state. Hoped-for funds from he U.S. Area Redevelopment Administration have not been approved.
But the outlook is not dark. Procurement of
a \(\$ 576,000\) ARA grant to Cars seems to hinge upon approval by officials of the Nationpf Hodia Astronomy Observastronomers came to that part of West Virginia because it is quiet, and trisy want no tourist railway to interfere with the rural tranquility.
Negotiations at this writing are continulng between the Parks Division of the Departmeni of Natural Resources and Astronomy Observa tory officials. In the event the \(\$ 576,000 \mathrm{gran}\) ia approved, Cass Scenic Railroad development will proceed at a rapid pace.
An important task which would be immediately undertaken would be the clearing of forest slash to eliminate fire hazards. An ebservation tower near the top of the mountain has high priority, for the use of both shackeers and photographers. Some old railroad cars, once used as logger camps, would probably be renevated and placed in service.
In an article published in the Sunday GazetteMail State Magazine of May 14, 1951, 1 wrote that the problem would seem to be, afler the railway gets into operation, not to autract low ists, but to find sufficient living quarters and food for them after their arrival. Thls forecast seems to have been accurate.
Many of the Cass Scenic Railrond passengers bring picnic lunches and make-what oberwive would be just a lascinating ride-a real extersion. For example:
The train does not rum on Monday and Tues day, but on Saturdays, Sundays and botijays. 8 makes three trips-one in the morning and tre in the afternoon, On Wednesdays, Thuradys and Fridays, it makes two afternoen trips Those with pienic lunches go up on woe ofl be early trips, have lunch on the mountait, catch a later train back to Caus
On my visit, the Women's Society of Ceriytian Service of the Methodist Church, a Cass arwav. was making and serving pies and sandictirs These tributing soft drimks in the cal arphe the lack of restaurants in the area.
The whole project, by the way, of ld bairlly exist without the cooperatiot of libe Cherapeale and Otio Railway, which allever las cas depot to be used as as imprompte conorluary. ticket office, waiting roem and tabeadt pouth If you declide to visit Cass, it miath sot in 3 bad ldea to take sloge a haski of 1 wd and a



commodations in Cass, but you might try the nearby towns of Buckeye, Marlinton, or Boyer Vacation the W. Va. Dept, of Agriculture's acation Farm Directory
The scenery and climate
inconvenience. One of the pre worth some slight Cass, over an excellent prettier ways to reac Monongahela National Forestay, is through the Forest, between Hunt Forest and Seneca State On the railway ride wo large flatcars pide itself, visitors travel in an overhead covering provided with benches and Blackhurat covering of wood and plastic. W E. lackhurst, a local schoolteacher plastic. W. E

He is right. As the Shay pushes the flatears up the mountain, everyone crowds to the sides anxious to look at and photograph the scenery, Blackhurst points out photosh the scenery. where "loggers ampent ancient railroad cars time, and thers camped for six months at and fighting", only recreation they had was poker and fighting."
As the train turns up the grade at Leatherbark Creek, which heads up at 4,800 feet and contains native brook trout. Blackhurst wittily lakes advantage of the somewhat distorted West Virginia "image" to give jollity and friendliness


Blackhurst's stuffed animal museum at Cass is popular spot.


WSCS ladies prepare refreshments to sell to railroad tourists.
stranger, just shake his hand and introduce yourself. We don't want any trouble."
Blackhurst is an expert taxidermist and has set up about 175 mounted specimens of animals found in the area, as well as a few exotic species, in a small museum at Cass. A large black bear, killed recently near that community, greets the visitor at the door.
The present Scenic Railrond ends on a plateau about four miles up the mountain. Eiversone gets out, stretehes and eats and drinks in a gets out, stretehes and eats and drinks in a
pienic area for about 15 minutes, then climbs pienic area for about 15 minutes, then climbs
back aboard. The eight-mile ride tales two hours
money may be obtained to develisp it. An ex: tensive cave is nearby, the summer it. An ervideal, and the scenery bs magnificor climate is

The visitors whor are pagnificest.
week to ride the Case paying over \(\$ 2,000\) a pleased, judging froms rallruad asem to be pleased, judging from their remauks in the
visitors' book. One youns
 however, wrote a comptalot, ant it on startantan exact weris:
"I dininet see to burvs 7
Seriouily, as malidents in
Gatolina have found teut in the floces and Nown


At end of run up mountain, tourists get off and stretch legs. Some bring out picnic lunches and take later train back,


Exterior of Cass Country Store. Charleston entrepreneurs are behind this facility.

\section*{WHAT'S NEW AT CASS:}

\author{
BY WILLIAM C. BLIZZARD
}

State's largest tourist spot finally getting some necessary improvements and there are more on the board as soon as money is available.

On June 15, 1963, tourists traveling the Case Scenic Railroad on its first publie run discovered a pleasant fact: As advertised, the shay locomotive pillitg the cars. Wha a genuine antique. Bat Cur vithocs aliso discovered an unpleasast ferf: Tourfit socommodations at Cass *ire yat as antiqpe as be 1830 -model Shay. Tring yor gen lood and roast is in the locomathe firetor:
Lecal church women helped out mightHy wih ples, cakes, and sandwiches, but demand otum outtrtriped supply and the unhap. p/ turrith was ledt with noting more nourish
what is now a major West Virginia tourist attraction.
Operating a railroad on a shoestring led to some maddening incidents which were very nearly catastrophes. For instance, a washington, D. C., newspaper sent in a writer who gave ample and ampted many WashingCass, and his story prompled tonians to make the wong well and good, until
West Virginia. This was a locomotive axle broke at the time of their visit.
The accident injured no one, but it did put
The accilroad out of business until a new axie was located, which took no short search was located, which find made the enarch shortar) Pronh

State Road Commission will also repave the remaining four or five miles of road to Cass. The ARA grant of \(\$ 576,000\) was finaly aids proved, and State Parks officials say eiaed Auon the railroad work will be rect no magust 17. It is probane, until next spring. jor work will be done unith the ARA grant? What will be done wailroad will be extendFirst, the Cass scenic con of Bald Knob, a nearly ed four miles, This will make the ride twice as long as at so. This wilthough there will still be a stop at Whittaker, the place
the run now ends. The section of rairroad tas on the line near

Railroad shops on the line near
he first private-enterprise developments at Cass, is still going strong, and Blackhurst has now mounted about 300 animals for your inspection.
A Civil-War Museum, opened last year by Mr. and Mrs. Kyle Neighbor, is near the Blackhurst taxidermy exhibit. It fealures "penwritten" records, letters and grays including Civil-War payrols. There are many weapons of the Lincoln era and other bric-a-brac not closely comected with the Civil War, such as a genuine West Virginia moonshine still.
There are no overnight accommodations in Cass, and Van's Motel, about 10 miles distanh,
yet affords the nearest lodging. But six miles


The ararnt motel or botel accommodations serv is miles away at the hamlet of Hoyer yuat Drere as Van's Motet, but the eight rooms at Vass wore Bikely to be filled, and the little ler. The serarest place where you could buy a hat meal, in fack, was at Marlinton, about The aet resulk of these several inconveniences was that visitors motoring home after a lonc, hot day at Cass were neariy always sunble 01rity and dot-tired.
The fact that 3,354 paying customers neverDelest rode the Cass Scenic Railroad during the lint five weelos of operation in 1963 is a plowing tribute to the hardihood of the Amertell.

There has been a steady advance in railradd patronaige, by the way, since the Shays beran polling in their new role at Cass. Paid fures for 1965 show more than 18 per cent incruase over a comparable period in 1964.
Early adverse conditions at Cass were in part due to the desire of Pocahontas-County citivens and the Department of Natural Resorares (which owns the railroad, effects asociated with it, and contiguous land) to get Ye Scenic Railroad started during the West
tinia Centennlal year. That goal was ac-
"hibed, but at a price: In the spring of
led, and its somewhat sooty shirttail
'g out.
at Cass were intimately asso-
of funds, although opposition
ent by the Department of also slowed progress on

 owhat Eayt ample and itvorable coverage to Cask, Bnit his blocy frompted many Washingtonkank to make the long drive to Southern Wex Virginia. This was well and good, until
a livemotive axlin loroke at the time of their vLail.

The accident injured no one, but it did put the railroad out of business until a new axde lucky find made the search shorter). Probably more important than the temporary halt In operations was the adverse impression made upon the long-suffering visitors from the nation's capital.
It appears that at long last the lean days at Cass are about over, and residents of the soon. It took three years from the time the Scenie Railroad idea was hatched by the Cass Planning Committee until the first passengers were hauled. And, before track gets laid and earth gets moved, it will have taken more than two years for federal Area Redevelopment Administration funds to be put to work at Cass.

Two years ago, the ARA was thinking of granting the Cass Scenic Railroad over halfof Bald Knob (elevation, 4,852 feet), and improve existing facilities. But the grant was delayed by protests from the National Radio Astronomy Observatory at nearby Green Bank, The scientists with the big metal ears had built a listening post to the universe, at Green Bank because the area was as quiet as a moon crater at midnight.
"No indeed," said they, "we don't want noisy trains and noisy people with their noisy aumobiles. It'll ruin our reception."

The observatory officials said it might be all right to keep the Cass Scenic Railroad, but the access road would have to be relocated. The access road happens to be W. Va. 28 , a primary highway.

The State Road Commission screamed about that. "Can't do it!" said Burl Sawyers. "It would cost millions!"
There was a deadlock which was finally broken by Sawyer's suggestion that part of W. Va. 7, not W. Va. 28, be relocated. W. Va. 7 is a secondary road that connects W. Va. 28 with Cass, about six miles distant. The suggestion was accepted by federal authorities, and the intersection of W. Va. 7 and 28 is being moved about a mile south of its present location.
This involves building one and three-tenths miles of new highway, and the job should be done by this fall. It is to be hoped that the
 ant iy It is probable, however, that no mas or work will be done until next spring.
What will be done with the ARA grant? Firat, the Cass Scenic Railroad will be extendod four miles, to the top of sald Knob, a nearly so. This will make the ride twice as long is at present, although there will stil be ain stop at the run now ends.

The section of railroad that now exists will e improved. Railroad shops on the line near Cass will be renovated and probably opened for tourist inspection. These shops, which have complete tools and facilities for steam-locoive repair, are curiosities in themselves, with particular appeal to railroad enthusiasts.

At the end of the line atop Bald Knob, hiking rails will be prepared through a beautiful spruce forest, and an overlook this overlon which I have seen, is destined to become known as a beauty spot of the East.
At the present terminus, a plateau on the side of the mountain, about 40 acres of land At present, riders of the Cass Scenic Railroad disembark and may, if they wish, frolic or picnic on and around part of a 12 -mile, 60 -foot right-of-way now owned by the state. There will be toilets and picnic areas at the top of Bald Knob and also at the lower stop.
Ultimately, Cass enthusiasts dream of a lodge, ski trails and.other frills near the sumavailable from ARA at this time won't cover that.

Down in the valley at the present time, there have been many pleasant improvements since the summer of 1963 . Several privately owned and operated establishments have sprung up to cater
of railroad patrons.

You no longer have to travel 40 miles for a hot meal. J. M. Kane Jr., a Cass merchant, has renovated a C\&O dining car and named it the Shay Inn. Air-conditioned and attractively furnished, the Shay Inn is an example of creative thinking, an operation which fits in perfectly with its setting.

You may also get something to eat at the Cass Country Kitchen, the restaurant section of the Cass Country Store, a huge, restyled lumber-company store building which also houses a soda fountain, benches for the weary, rest rooms, and many souvenir stands.
The Cass Country Store complex is, like the Shay Inn, a privately owned development catead. It is thetrons of the tastefully painted, decorated, lighted, and arranged.
W. E. Blackhurst's Wildlife Museum, one of

A Civil-War Maseum, opened last yesr by Mr, and Mrs. Kyle Keighbor, is rear we "penwritein" record's, letters and grants a century old, including Civil-War payrolls. There are many weapons of the Lincoln era, and other bric-a-brac not closely connected ,ith the Civil War, such as a getuine West There are no overni.
There are no overnight accommodations in yet affords the nearest lodging. But sifx miles north of Boyer is a new motel, The Hermitage, at Bartow. Opened only this Apris, The Hermitage (not to be confused with another inn of ty) offers eight single rooms and 12 doubles and the only modern restaurant in the area. Around Marlinton, about 40 miles away, are several new, modern, motels. Or, those who plan to visit Cass might consider staymany motels and hotels to fit all budgets. I have found the trip from Elkins to Bartow, and thence to Cass, a fast, pleasant, scenic drive, leaving U. S. 219 at Huttonsville and taking W. Va. 28 between Thornwood and Boyer. Suicide Cave, or Cass Cave, a spectacular cavern with an internal waterfall 100 feet high, has not yet been opened to the public. No work, in fact, appears to have been done on this natural tourist attraction, although private capital is said towners, according to rumors aromm Cass, is being difficult.

On the railroad itself, there are now three Shay engines in operating condition. And the bullhorn that train guide W. E. Blackhurst formerly used has been replaced by a more efficient loudspeaker system. It would be a good idea for arrangements to be made to mer showers. You might carry a raincoat, just in case.

And bring along a sweater or light coat. The summer sun is hot at Cass, but the air can get cool during mornings and evenings. A free word of advice to the Department of Natural Resources, or anyone else atation of the Cass Scenic Railroad, and how to get there. Make these signs big, make them explicit, and place them on all major highway approaches.
If you are running a business that depends upon highway trade, it is wise to assume thatall tourists have poor eyesight, no memories, and don'tread English well. You'il be wrong, poor and practically right than the \(-\frac{15}{}\) around.

SUNDAY GAZETTE-MAIL


Interior of Shay Inn. Mrs. Shay works in running it.


Coss Country Kitchen in country store. Note soda fountain at left.



Interior of Shay Inn. Mrs. Shay works in running it.



Cass Country Kitchen in country store. Note soda fountain at left.


Air-conditioned diner owned by J. M. Kane Jr.



Writer-phetegrapher Williom C. Blizzard sat on top of caboose to get this shot of Cass Railroad Shay enroute to Mountain State Forest Festival.

This year the Elkins Forest Featival, plagued by min and dismal weather. was palled out of the slargh of despond by one of the powertal the logging ful Tron-Hoss Shay
During the three-day Festival over 4,000 passengers, despite a cold and persistent rain, paid money to take short rides behind the 30ton Shay locomotive, an antqque vence ordinarily chugs up Bald Knob on the Cass Scenic Railroad. Although the miserable weather tomers, the litte Shay remained a stellar attraction.
It was difficult not to notice the locomotive, for its shrill and penetrating steam whistle bent more eardrums and cleare more sinuses in three days than could be inspected by tice. How do you ignore a festival attraction with a sort of built-in calliope which can be heard for five miles? You don t, especially if he calliope has only one note, or, mos, wo There were those who, in self-defense, haule out mid-winter ear murss, otreds maginst the dawn-to-dark steam-siren symphony But mosi people accepted the locomotive whistle as a mild nuisance indicative of a strong bencit and were glad the Shay was in town
Few towns in the United States can boast of the presence of a Shay engine at any time of the year. Informed sources estimate that not more than United States today, and few of these are any longer able to shake, rattle, and roll. How did such a rare antique happen to be hauling passengers in Eikins ouring the Fores Fes tival?

It happened partly because rail lines belonging to the Chesapeake \(\&\) Ohio and Westert Maryland Ralroads exine Four Shay engines ate at Cass. During the summer months they (ibe three tha
operato) snort and puff on the Cass Scenic Ranl oad, thil season hauling 30,167 payying of tomers up Bald Knob for four miles ine back again. Last year, someone had the idea of bring ing one of the Cass Shays io Elkins for th Eorest Festival, where a pmall lee. Thie ide:
treated to short rides for a sman was a happy one: The Shaty war a sooty derella who became the belle of the ball: It was decided to repeat thit Siuay pent.
ance for the 1965 Elkins Forer. Festival, anc ance for the 1965 Elkins Foter Festival, and
the Department of Natural Resources, whick owns the Shays, agreed. Further, someont thought it might be a good idea to invite the press and other guests for the 60 -mme ride, as the Shay shimmies, from Cass to Elkins, This was done. About gers accompanied Shay No. 4 , followed by several passenger flat cars and a caboose, as left Cass about \(9: 30\) on the moruing of Oct. 6 The ride, interrupted by three watering stops (for the locomotive, not repairs, took a bi and another stop for anticited. It was about 6:30, anc getting dark, when the little Shay crept inte Elkins. Maximum speed had been about eight miles an hour.
The two dozen who had started the trip al Cass had, at the Elkins finsh line, dwindied is something less than half that number. of those who stayed all whey were Mrs. Vloie Snedegar of Elkins; Mrs. Mabel Fretwell of Buckhannon; Katherine Melfutten of Milwau kee, Wis,, editor of Better Camping magazine and Rosemary Entringer, also of Mi managing edior the 60 -mile trip from Inasmuch as tue nine hours, it may fairdeduced that the Shay is the tortoise of the. locomotive world. What, then are its virues Its principal virtue loctay is its remarkut popularity as a novelty ranrod crolina (whe ion. In West Virginia, one Shay still serves as a common cama

Writer-photogropher William C. Blizzard sat on top of caboose to get this shot of Cass Railroad Shay enroute to Mountain State Forest Festival.

THE WONDEREUL IRON HORSE SHAY

Built for mountain climbing, it's slow, mighty slow on the overland trips.

BY WILLIAM C. BLIZZARD

This year the Elkins Forest Festival, plagued by rain and dismal weather, was pulled out of the slough of despond by one of the powerful little logging locomotives admirers call the Wonderful Iron-Hoss Shay.
During the three-day Festival over 4,000 passengers, despite a cold and persistent rain, paid money to take short rides behind the 80 ton Shay locomotive, an antique vehicle which ordinarily chugs up Bald Knob on the Cass Scenic Railroad. Although the miserable weather may have halved the number of paying customers, the little Shay remained a stellar attraction.
It was difficult not to notice the locomotive, for its shrill and penetrating steam whistle bent more eardrums and cleared more sinuses in three days than could be inspected by a dozen otolaryngologists in a year of practice. How do you ignore a festival attraction with a sort of built-in calliope which can be heard for five miles? You don't, especially if the calliope has only one note, or, at, most, two.

There were those who, in sef-defense, hauled out mid-winter ear muffs; others merely gritted their teeth in silent protest against the dawn-to-dark steam-siren symphony. But most people accepted the locomotive whistle as a mild nuisance indicative of a strong benefit, and were glad the Shay was in town.
Few towns in the United States can boast of the presence of a Shay engine at any time of the year. Informed sources estimate that not more than 40 of the old steam locomotives exist in the United States today, and few of these are any longer able to shake, rattle, and roll. How did such a rare antique happen to be hauling passengers in Elkins during the Forest Festival?
It happened partly because rail lines belonging to the Chesapeake \& Ohio and Western Maryland Railroads exist between Cass and Elkins. Four Shay engines are at Cass. During the summer months they (the three that
operate) snort and puff on the Cass Scenic Rain road, this season hauling 38,857 paying cr tomers up Bald Knob for four miles ane back again.
Last year, someone had the idea of bring ing one of the Cass Shays to Elkins for the Forest Festival, where the public would be treated to short rides for a small fee. The idea was a happy one: The Shay was a sooty Cin derella who became the belle of the ball.
It was decided to repeat thie Shay pertu. ance for the 1965 Elkins Forest Festival, and the Department of Natural Resources, which owns the Shays, agreed. Further, someone thought it might be a good idea to invite the press and other guests for the 60 -mile ride,
as the Shay shimmies, from Cass to Elkins.
This was done. About two dozen passen gers accompanied Shay No. 4 , followed by ser eral passenger flat cars and a caboose, as left Cass about \(9: 30\) on the morning of Oct. 6
The ride, interrupted by three watering stops (for the locomotive, not the passengers) and another stop for minor repairs, took a bin longer than anticipated. It was aboit \(6: 30\), and getting dark, when the little Shay crept ints Elkins. Maximum speed had been about eigh miles an hour.
The two dozen who had started the trip at Cass had, at the Elkins finish line, dwindled le something less than half that number. of those who stayed all the way with the Shay four were women. They were Mrs, Viole Snedegar of Elkins; Mrs. Mabel Fretwell of Buckhannon; Katherine McMullen of Milwau kee, Wis., editor of Better Camping magazine and Rosemary Entringer, also of Milwaukee managing editor of Trains Magazine.
Inasmuch as the 60 -mile trip from '
Elkins took about nine hours, it may fair. deduced that the Shay is the tortoise of tue locomotive world. What, then are its virtues?
Its principal virtue today is its remarkab) popularity as a novelty railroad tourist attr tion. In West Virginia, North Carolina (whe one Shay still serves as a common carrier SUNDAY GAZETTE-MA



One of two tunnels logging train went through enroute to Elkins.



Folss along route "waved like crazy" when train passed.

Sach Dalasa. Pensylvania, New Hampshire,
and. poukly, plewtere, Shays and similar, Eiret oppe lsemakives built to compete with pentounen. becken in liny, ceased in 1945 .
Tur prioctal viriues of the Shay in ils heydy were its tractivg and power, its safety, sat is rosonery. Authurities in the field agree that ill Sexy woult haul greater tonnage at a imallor iperating expense, with less origisal mise per unit of power, than any other bocomokive erer buit.
The lide angines were named for Ephriam Shay of Haring, Mich Shay was a 19th-Centary Michican lumberman who sought betIr eays of getting timber out of the woods. - as aerking, he invented and built the locotokjpe sorked io well at his own operations that be took his plans and patents to the Lima (grimomoed limeuh) Machine Works of Lima (grnoounced lime-uh) Machine Works of Lima, togive tor widerpread use in the timbering beaipens.
Bay's viat was fortunate for the Lima Machine Works. The company made the first Thay in 1 ans for the J. Alley Co. of Michigan. The Nilery machine wal narrow-gauge, but as demind for the Shays increased, Lima made them bigzer and better. By 1900, Lima had quit ypoeral machine production and was concenप्रaing on jocomotives The company changed itil astre to Lima Locomative Works, Inc.
Ima made conventional locomotives as
ad
an the Shay incressine work in the forwod at the binay incressing work in the foraner fieid as the lumbering-industry demand
Siclinod in importance. .ima produced its dactuned क力 importance. 1 am
The Thay eagine had competitors built on similur, geared principles. The major ones
TTATE MAGAZINE, JANUARY 2, 1966


After long (timewise) haul, Shay pulls into Elkins at dusk
were the Heisler and the Climax
The last Heisler, a locomotive invented by a Cornell engineer named Charles Heisler was manufactured in 1941, and Climax went ou of business in 1929.
The Shay and its imitators differed from con ventional steam locomotives in that they were designed to haul heavy loads on steep grades Called "geared" engines, as opposed to gen-eral-purpose, main-line locomotives which used connecting rods from drive wheels to wheels which afforded great traction because each was a driving wheel.

On main-line engines, the number of drive wheels varied, but they were relatively large in diameter, heavy, and demanded smooth track which in turn required constant maintenance. Additional small wheels on the bi steamers held up weight and served as rail guides, but otherwise were functionless.
Not so on the Shay. The wheel sets (called Not so on the Shay. The wheel sets (called trucks thatinders transmitting are contect and flexible coup lings. Every wheel does work.

The Shay is easy to get around curves, is easy on track, and can adapt to rough roadbeds that would stall or wreck conventional locomotives. The shay is slow, but it could puil tons of \(\log\) s up a grade three times as steep as a rod-engine locomotivecown the steef arade ly get the same tonnage down the steep grade on the other side of the hill

With the demise of the U. S. logging industry as it was in its heydis. ha shay viruefacture no niche they could fill, and manufacture ceased.
According to John P. Kllorath of the
himself an authority in such matters (and who furnished the technical data for this article), the last three geared locomotives ever built ginia, and all three still exist.
gia, and all three still exist
They are not now, however, in the Mountain State. One, a Shay that was operated by the
Western Maryland on a steep coal-haul in Western Maryland on a steep coal-haul in
Tucker County, is now displayed at the Bati more and Ohio Railroad's Transportation ML4 seum in Baltimore, Md
The last Climax to be manufactured now hauls passengers on the Carroll Park now Western tourist railroad at Bloomsburg, Pa. It was an iron-horse work horse for the Elk wiver Coal and Lumber Co. out of Swandale Clay County
The last Heisler locomotive ever built is now on display in the public park of Washing, now on display in the public park of W, Charles Heisler's hometown, but it spent its working career as No. 6 of the Middle Fork Railroad at Ellamore, in Randolph County.

Of the four Shays at Cass, numbers 5 and were built in 1905, No. 7 was built in 1920 and No. 4 in 1923. The Lima Locomotive Works, merged with the huge Baldwin Loco motive Works of Philadelphia in 1950, not only has quit making Shays, but no longer build locomotives of any kind.
Lima now builds power shovels, an adjust ment to market conditions which are a reflec tion of the changed manner in which many men wrest a livelihood from their environ ment.
The few operating Shays which yet exist al Cass and elsewhere carry not only tourst passengers. For old logger's and amores of a hey also carry endless vivid memories or vanished past.


Some of passengers snoozed during trip.


A fleet of antique cars, driven by visiting clubs, seems right at home with Shay engine as it waits to take passengers on a ride.

\section*{O Shay Can You See?}
'After a successful first season, the Cass Scenic Railroad is rolling again.
BY WILLIAM C. BLIZZARD

\section*{O Shay Can You See?}
'After a successful first season, the Cass Scenic Railroad is rolling again.

Co Saturilat. May 16, the Caso Sumir Raturlst legan its secend year anmarian. As a nterial festare of its eiswmits. a delegation of sntique-car eventify dourpel iela the CAO station at Conis and temporarily abandoned at Chif ancintt ras-driven vehicles for Rhait ancint ras-driven velicied loor nincine. prupecse af success and growth

 kurat ralivay tad it not beem for a local cummitee shich conceived the ida Riffe, a fouptht Sor in. Headed by Theodore Rinfe, for Caw revibets Nho was chel accountio Astronomy Ser seiphbrist Kaberal Planning Committee Conctratiry, in lwe after the closing of the van farmet in Limber Ce. operation in July of that jear.
What part the lumber company, virtually the nile murrce of empleyment in the area, Cass was dooned to sither and die Unless, of course, some other source of economic nou whmest corild be located.
The Cass Planning Committee pointed out pat the logeing rairoad, wiur arist potential encans, had too much of The Department Et le igoored and scrapped. The Deparimen of Natiral Hesources was not impressed, other hremerts is erder to poor money into Cass. promects the fieht for the oild railroad became a cause celefre with several newspapers and inpilaters, and \(\$ 150,000\) (fater boosted to \(\$ 186\),\((00)\) was appropriated by the legislature to Liv and refurbish the railroad and certain alsociated properties.
Foough work was done so that the Cass Scenic Railroad operied for busincss under state auspices on June 15, 1963. During 1963, the raltroad, with an 8.6 -mile round trip, had 22931 paying customers during 73 days of actual operation.

These customers spent over \(\$ 40,000\) in fares and on snacks served in the C\&O station by the church womea of Cass. In addition, the made available \(\$ 576,000\) in federal funds for the development and extension of the operative railroad.
These funds were for the rebuilding of three Shay engines and 14 logging cars; repairs to the railway shops where engines and equipment are maintained, the purchase improvement of four acres forking lot; development of area (inparking lot; devecopment the improvement of beautiful spruce forest) near the top of Bald Knob; and the extension of the tourist railroad trip to with in 1,000 feet of Bald Knob, which has an ele vation of more than 4,800 feet.
Matters seemed to be going well. But for a time the National Radio Astronomy Observatory at nearby Green Bank threatened to hold up ARA funds. The Observatory pointed out that it was where it was in order to avoid noise, and a rairoad
But Observatory officials were ultimately placated, and the ARA grant approved. placated, McKeever, head of the Division of Parks and Recreation of the Department of Natural Resources, has indicated that an engineer has been hired and work on the Cas project will shortly be contracted for
Most of the necessary improvements will have been made by fall, so that tourists will be afforded a longer and more scenic jourcey if they wish to take it) when the Cass Sceni Railroad begins operations ine spring of 1965.

As parks chief, McKeever is charged with he administration of the Cass railroad. \(\$ 576,000\) the ARA dian (or "poke," which is perfectly in a big bag (or poke, way, "Don't spend it all in one place." He must work with in erim funds procured as he may procure them, but guaranteed by the federal grant.
Cass was visited recently by a Washington
newsman who wrote a story asserting in essence, that the scenic railroad will be delayed because of "bureaucracy" and modern construction techniques, and that much ARA money earmarked for Cass will go to outsiders.
In fairness to the Department of Natural Resources, there is no evidence of boondoggling or undue waste in the Cass affair, and not delay, railroad improvement.
It is true that "outsiders" may, by competitive bidding, secure Cass work contracts. But competitive bidding is designed to save money, not waste it, and is open, of course to local residents.
Actually, it appears that the Cass Scenic Railroad will ultimately become West Virgin-
ia's best-known tourist attraction, if the potential of the Pocahontas area is developed.
At present, the Cass complex, if it may be so termed, is not, and is not meant to be, entirely a state project. Taxpayers, of this state and others, have contributed to the rainroad, which is supposed to attract customers, which is in turn supposed to entrepreneurs.
Private business, obviously, is not going to there, and profit potential has, in the case of Cass, been stocked through the investment of state and federal funds. While government and private business can work together eff ciently, possibilities of friction are obvious.
For instance, the biggest tourist need al Cass is a place to eat and a place to stay overnight-at least one of each. At post the need for dining accoss have in the past urgent. "he women in the C\&O station, but run a snack this summer on a seven-day can not do
week basis, nearby restaurant and motel to Werve patrons, the Cass Scenic Railroad is sadly handicapped. And without the railroad the need for the restaurant and motel does not exist. With such an interdependence
need, it might be better for both railroad and eather and sleeping accommodations to entirely in private hands.

Without common management, the need for cooperation between state and private business is essential, or debilitating dogfights are ure to occur
Private negotiations are now supposed to be under way to turn the former lumber-company store, now vacant, into a restaurant, is nearly here, the facility is badly needed, yet nothing had been done at the time of my visit.
Representatives of the restaurant negotiators say they are waiting for a daily scenicrailroad schedule to go into effect on June 15. Until that date, the Shay-driven train is operative only on Saturdays and Sundays.
residents retort that the bird of time is on the wing and they would like to guarantee railroad patrons chicken on the table.

Meanwhile, your best bet is to pack a lunch. It might be a good idea to make your trip as soon as possible, too, while the train ride is yet entirely a weekend affair. It isn't crowded, and it isn't hot. Your nearest motels are at Boyer, Buckeye, and Marlinton.
The huge cave near the railroad, which contains a 100 -foot waterfall, may be opened Hole Cavern, near Petersburg, have expressed interest in making a new cave opening which would be easily accessible to tourists.
The future of Cass looks bright, despite predictable headaches. Even wildflower enthusiasts, I am told, have found the ride
powerful little railroad wort I contribute this To appeal to free of charge:
slogan to Cass, free ors!
Whay it it's better than "Shay it with cinders." Yeu won't need a Cass mask to protect yourYou won't need a coal-burner, but a head covering does help.


Spewing ashes and cinders, Shay engine pushes cars up steep grade.


Passengers rest at the top before trip down the mountain.

FRFE
w SOUTH CHARLESTON
Your choice of two handsome bonus gifts
for saving at
DOLLAR SAVINGS \& LOAN COMPANY

\section*{milbilly}

\section*{The Complete Truth Back of the Proposal to Buy the Cass Railroad}

The boxt most compact and Jocid analusis of the feasibility of Weat Virginia's getting into the ratiroud buminess was out. alised at a meeting in Marlinton Zext werk
This meeting, which was at. tended by the editor of this Paper, mas called by a planning s \(=\) maitiec, including

Ted Riffe. Chairman, Chisf Ecrountant of the National Fadio Astronomy Observatory ar Greenbank:
J. M. Kane, Jr, Treasurer, Cass Merchant;
P. F Long, Mayor of the Town of Cass:
J. \(\mathbb{K}\). Arbogast, Assistant Soperintendent of Pocahontas Schools.

\section*{If We Don't Watch They'll Steal Our Centennial}

\section*{(From Page 3)}
would join her. But one important State WOULD NOT join the secersionist movement - and that was the Cominonwealth of Virginia. She had had too strong a hand in the creation of this great nation to want to destroy it TWICE the Virginia Assembly voted against secession, with the delemates from West of the Alleghenies (now West Virgin1a) firmly holding the line against it

The states which had already seceded knew their cause would not stand a chance of suecess without Virginia. They HAD to have Virginia. So they

Present were the business, professional and political leaders of the area.
The important thing in a nutshell was a report given by Ted Riffe. It appears herewith
At the time of closing of the only industry in Cass approxi mately 165 men were affected Some of these men were mobile enough to find employment in other communities and other states. The majority, however, were not blessed with the necessary skills and trades to find other employment, and today some 80 of these men, representing approximately 240 dependents, (wives and children) face utter destitution unless some form of employment is
offered soon. (These men were eligible for unemployment benefits from July 1960 to January 1961 at which time these benefits expired.)

\section*{Proposal to State}

It is therefore, with the above situation in mind that the com mittee offers a definite and sound proposal to the State of West Virginia to alleviate this situation.

In November 1960 the Joint Committee on Government and Finance, by resolution, recommended to the full membership of the \(1961 \mathrm{~W} . \mathrm{Va}\). Legislature, that the State of West Virginia purchase the Mower

Lumber Co. Railroad, its rolling stock, and other necessary equipment_to develop this most unique and rare railroad as an operating tourist attraction for the State of West Virginia.

The Cass Planning Committee wholeheartedly supports the resolution by the Joint Committee on Government and Finance as an instrument which could alleviate the unemploy ment situation in the area, and emphasizes the soundness of the investment in such a ven ture to the State.

\section*{Present Owner}

The railroad and rolling stock are owned by the Midwest Raleigh Steel Company of Charleston, West Virginia.

The amount of railroad involved is approximately 8 miles,
hanged five of his hillbilly captives in the village square at Front Royal. And every time Quantrell appears on television he becomes a little more respectable.

One advantage of studying histöry at West Virginia University in our day was that we were subjected to all shades of Civil War viewpoints. One of the finest Southern gentlemen and scholars we ever knew was the late Dr. Oliver P. Chitwood, who was an unreconstructed Rebel of the old school.

Dr. Chitwood scorned use of the term "Civil War" at all. He insisted it was the "War Beween the States," the emphais being on "State's rights" of
ormittee's cost estimates an development possibilities. Th summary was prpsented as aid to the Joint Committee Government and Finance preparing this original rec mendation.

The committee has mad attempt to project the nu of people that would be ployed indirectly as a of the railroad becom tourist attraction ( 50 shops, etc.), but has con itself only with the dir ployment to be provide rating personnel).

There currently seem some confusion as to and relative merit of posed purchase of th Lumber Company ra Cass, W. Va., as a p traction for tourists.

\section*{Wrong Repc}

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However, we belf

\title{
The Complete Truth Back of the Proposal to Buy the Cass Railroad
}

The best, most compact and
Tin analusis of the feasibility
West Virginia's getting into
the rallroad business was out inet at a
ant meting which was at
This aseeang, editor of this
tended by the walled by a planning mper, wittee, including
Thed Riffe, Chairman, Chisf tereuntant of the National Eado Astronomy Observatory ti Greenbank:
J. M. Kane, Jr, Treasurer, Cass Merchant:
P F. Long, Mayor of the Town of Cass:
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\section*{If We Don't Watch They'Il Steal Our Centennial}

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At the time of closing of the only industry in Cass approximately 165 men were affected. Some of these men were mobile enough to find employment in other communities and other states. The majority, however, were not blessed with the necessary skills and trades to find other employment, and today some 80 of these men, repre senting approximately 240 de pendents, (wives and children) face utter destitution unles some form of employment is
in our State (second in number only to Virginia). In most of these the Federals were victor ious. Sometimes (as in the Battle of Droop Mountain and the Battle of Sinking Creek, near Lewisburg), far inferior Federal forces, numerically, defeated the Confederates ingloriously. That belied the old Southern view that Confederates were superior people, man for man.
\[
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The first land battle of the entire Civil War was fought at Philippi, and this writer will bet 10-to-1 that the State gets euched out of its rightful publicity again on this score. (That belies the Southern view that "only few minor border skirmishes took place in West Virginia." The Battle of Philippi was fought 33 days before the First

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Present Owners
The railroad and rolling stock re owned by the Midwest Raleigh Steel Company Charleston, West Virginia.
The amount of railroad in lved is approximately 8 miles, which runs from a point about \(1-2\) mile from Cass at a crossing on Leatherbark Creek to a point about \(11-2\) miles from the top of Bald Knob. (The railroad did actually go to the top of Bald Knob, but these rails have been sold as scrap. The road bed, however, is still in act and new rails could be laid in order to get the full effect of the engine traveling to the top of Bald Knob. Bald Knob is the second highest point in West Virginia \((4,852\) Ft.) and the railroad is higher than any other railroad east of the Rockies).

\section*{What to Buy}

Also, owned by The Midwest Raleigh Steel Co., are two Shay type locomotives, both of which are 1880 models. One was put into operation in 1901 by the Vest Virginia Pulp and Paper Company: the other began opCompany: the ather began op preparing id to Joint Committee or Government and Finance in preparing this original recom

The committee has made no The committee the number attempt to projet would be emof people that as a result ployed indirectly becoming a of the railroad becoming a tourist attraction (souvened shops, etc.), but has concerned itself only with the direct employment to be provided, (operating personnel).

There currently seems to be ome confusion as to the cost and relative merit of the proposed purchase of the Mower Lumber Company railroad at Cass, W. Va., as a possible at traction for tourists.

\section*{Wrong Reports}

In the first instance the prices heretofore quoted in newspapers have been totally inaccurate as the attached basic investment detail will show. These costs are based on inThese costs discussions with the cormal discussions with the present owners of the railroad and right-of-way. The improvement costs are merely a judg. ment figure which we are confident would be sufficient to develop the railroad into an outstanding attraction for toursts. Any improvement casts however, are subject to personal judgment, depending on how far one would initially want to carry the development program. If, for instance, a lodge simila to the one at Blackwater Falls or those at other State Parks, the costs was to be erected, the
sould be much higner.
However, we behieve the bas\(c\), initial investment shouldaconcerned with the prese tion of the rallroad, demand for in the future the demand great

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In luot of the bouse. pit z 7.31 ind has dropped Eterems io 22 in about an

\section*{fir lape day in a rox we} Curt move 2 car through 6y thirway and had to depend ef \#ursti meeting us and toras an off at the end of Ser late is arder to even get te ar wipermifket and the post Eter
Earplosy is tired of being tiabornd Dispositions have shantelf, tempers flare, and the terioss of confinemènt Ei.at Divery mother we talked ts biting the holidays sald she vilf be glad when school
firies ind the kids would be
or. of the house for a few zomer tach day.
Thar zood supply for the fireploer kar dwindled to the point Fhere we ordered coal to suppement it. And not the least of the irritations that come with such weather was the terrific gat bill we got the other day. In other words, we're sick and tired of this weather and already look forward to the coming of spring.

\section*{Reads The Letters}

One department of every pub. Jication that we always read is 10

\section*{The Complete Truth Back of the Proposal to Buy the Cass Railroad}

\section*{(Frem Page 4)}
lie capital are encouraged to work juintly inf a Ifevelopment as has been proposed then not anly will the tourist stand to gaily, but the state, local govern(nent, and 'all those concerned will gain, both financially and in the self-satisfaction that generally accompanies this type of undertaking
The question which seems to be most prominent in the minds of those directly or indirectly interested in this project is the value of the railroad to the

COST OF FIRST SUMMER
Personnel
Per Week
1-Engineer
1-Fireman 1-Brakeman \(\qquad\) \(\$ 84.00\) - Laborers 72.80 67.20 67.20 257.60 40.00 100.00 1-Clerk 1-Supervisor \(\qquad\) 100.00 Coal (24 1-2 tons at 8.00) 196.00 Material and Supplies and Minor Repairs insurance \(\qquad\) 200.00 Food

TOTAL

\section*{Less: Income}

70 persons per day © \(\$ 3.00\) per person NET \(\quad \$ \quad 1,470.00\)
present owners. The value to the owners, however, is not directly in proportion to the value the railroad would be to the state and its development program, and we believe the attached summary of initial costs would certainly give the owners a fair return on their investment, and its value to the tate, at these suggested costs, cannot be measured in cold
cannot be measured
dollars and cents only.
date thern.

In-the attached summary of operating income and costs for the first summer of operation we have used a volume average of 70 persons per day. This average was based on the re corded numbers of persons who visited the Astronomy Center at Green Bank in the months of July and August 1960. It must also be taken into account that this average of visitors at the Astronomy Center does not include groups who made arrangéments for tours in advance, but are merely people who passed through the area and decided to stop. Further, due to the lack of facilities in 1960 for accommodating the tourist, the Astronomy Center did not encourage visitors to tour the Observatory proper What then, would be the volume of visitors coming into the area if a promotional effort in relation to the railroad to attract the tourist was undertaken? We believe the answer is quite obvious.
The operating costs for the first summer of operation as outlined calls for ten cperating personnel at the going local rates for this type of employment. These costs have been converted to a 7 -day work week (56 hours) and based on an initial summer's operation of 30 weeks (April through October). If, however, a ski slope is added the winter months will provide additional revenues with cor responding additional costs.

Each engine trip from Cass to Bald Knob requires \(3 \quad 1-2\) tons of coal at an estimated bulk purchase price of \(\$ 8.00\) per

Estimated Basic Investment Cost Of Railroad at Cass Cost of railroad and necessary rolling stock, including
approximately 8 miles of track, 2 Shay type locomotives and 8 flat cars (plus stock and parts)
Cost of 8 miles of right-of-way and approximately 200 acres of land on Bald Knob
mprovements of railroad and rolling stock Park area on Bald Knob Other improvements (station, engine garage ) Cave improvements? Ski slope? hunters' cabins? etc. TOTAL \(\qquad\)
ton to the state, thereby requir- average of 70 passengers per ing \(\$ 196.00\) of coal for a week's day. The cost to each passenger would be \(\$ 3.00\) and this would Other material and supplies include the ride and a meal at Other material and supplies the top of the mountain.

be put in first class operation through the initial investment and heavy maintenance should not be a significant problem for three or four years.)

The insurance nas peen com puted on the basis of \(.01-2 c\) per person per engine mile. This is probably high but an experience rating will have to be established over ore or two years operation.

The cost of food is based up on the present cost of prepara. tion in volume. This cost was established by the experience of the present logging operation

These estimates are based upon the local labor rates and probable costs of repairs if the railroad is initially put in good working condition. However we believe the estimate of 70 passengers per day is low and any increase in passenger traffic would increase the revenue without a corresponding increase in operating cost.

\section*{It should je mace very clear} hat this committee or other proponents of this project do not advocate its purchase at the advocate of other worthwhile conservation or tourist while conservation or tourist attractions, but, unless positive action is taken, and taken quickly the state will no longer have such an attraction availtural attractions can be deferred in preparing for \(60-120\) persons. without a loss in either direct The income is based upon an value or potential.


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upply for the fire－ naled to the ppint fered coal to sap－ nod hot the leak was the ierrific of the other day． wards，we＇re slick this wistlter and form
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\section*{The Letters}
tment of every pub－ we always read Is to the nditor：
rhat we noticed a he Jim Beard our tine rallrasds．
is the Jim Beard fauled to make in of his most We have two our collection who is known wonderful chef， it comes to doors．
d many of his eat success，but which is also ur friends．is a rinade．It is ex． leaks，especially angh side，cooked or out．

\section*{for even tender）} of in thls for 6 cfore grilling and in＇t liave delictous find a fough for our

9 －Supervino \(10 \operatorname{corlac}+218 \mathrm{mx}\) at 8.001106 .00 is quite obvious． Matrial and Supplies and The operating costs for the Minat Repairs 200.00
39.20 Imsurance 180.00 Food－ToTAL \(\$ 1.254 .00\)

\section*{Less Income}

T0 persons jer day
per person NET \(\quad \begin{array}{r}1,470.00 \\ \hline\end{array}\)
ecteremen
present owners．The value to the owners，however，is not directly in proportion to the value the railroad would be to the state and its development program，and we believe the attached summary of initial costs would certainly give the owners a fair return on their investment，and its value to the state，at these suggested costs， cannot be measured in cold cannot bellars and cents only．
But what should also be con－ fidered by the State in estab－ lishing a value would be the number of persons to be em－ ployed，and the aid to small ocal businessmen such as hotel owners，service stations，rest－ ourants，stores and the like．Of course，any aid to business such 35 these have a direct relation－ ship to the economy of the State which would be derived in the form of Consumers＇Tax， Business and Occupation Tax， gasoline tax，hunting and fish－ ing fees and the like．

The State of West Virginia has at its disposal in the area of the Cass railroad the herit－ ages which have been the trade－ mark of West Virginia in the past and also those that are playing an important part in the future of the state．The heritage of the past－an 1880 model steam locomotive lum－ bering up the side of a moun－ tain to a peak unequalled in betpht－by－any ratroad in the betpht－by any ratroad in just
ehstern Unityd Stades．And just enstern unityd states．And just

10000 tract the fourist was inder 8000 go taken＂We believe the answer

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have such an attraction avail－ ion in volume．This cost was have such an attraction avail－ established by the experience able to it，whereas other na－ of the present logging operation tural attractions can be deferred n preparing for \(60-120\) persons．without a loss in
The income is based upon an value or potential．
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2-cup of Sive be otL I-2 cap ot soy 2 \&mall onions 2 chopped cioves d 3 tablespoons of esh or preserved 1 teaspoon of fresh lack pepper, 1 teary mustard and a le vinegar. Use for ell
ds like a waste of
ey, but you don't 3 brand Hke Jack y that cheap stuff pull out of the guests arrive.

\section*{Commercials}

\section*{landler's nomination} verest of the new commercials new. Betsy. But the two we have mercials goes to mentioned might even sell chow Chang King chow mein and Pontiacs.


Only 140 Books Left Hillbilly Bookshop, Richwood, W. Va.

\section*{4 Tourist's Prevue \\ Cass Railroad Ride \\ By Ivan N. Hunter} the ultimate point of interest in that section of West Virginia. But, how wrong we were.

Just this past weekend, we eturned to Pocahontas County and found and in this unique county.

The day that we found another exciting chapter in the other of Pocahontas County was last Saturday and the place was Cass, a small mountain village crowded by the Allegheny foothills to a precarious perch on the banks of a turbulent river named Greenbrier.

\section*{Last Train From}

\section*{Cass}

I was in Cass not to meet the friendly people or to admire the unequaled scenery or draw into my lungs, the pure air of the hill county. I was in Cass to take a ride on a mountain railroad and when we arrived in the community at eight in the morning, the object of the affection of just about every rail fan in the eastern part of the nation was puffing saucily on a side track, taking on water
the present century.
If you haven't been re the West Virginia Hillbill might not know that Baum, a rail fan from P vania, came down to th Capitol and talked to makers during the spe sion with such convinci manship that the men talking politics long er set up a special subc to investigate the pros of his idea of buying road for a tourist attr of the last steam East of the Rockies.

To Decide
The subcommittee coming Sunday at in Charleston to de what it will recom legislature when January. Most of members have vately that the that the state pu ing stock of the Lumber Compar into a rail buffs

The town of only industry sold at the au sembles one western ghost mother lode pl Narrow stre

4 +monal hove rallmend in a ntirnetion for ryent of pat E. tactint ns 130 watte commituse by का 1 tematy the T th miler at We land arwa. starik latcome
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also that a dentified only puthers bank-

\title{
Baum Writes Again about Cass Trrain \\ that 1 found out my info on the Tweetsis.
}
peat Mtr Cometock
Faclosed sre a group of pictures 1 took (as the trip Saturday aboard the "Legislature Spectal Pledse return there with the rest atter you have used them.

If the proposal with the legislature Aats through the wrote on Sunday, October 400 today you may be interested in gettin: more information of this sort of thing to use is your newspaper promotion.

If so, my offer still stands of taking you around the two tourist railroads in Pennsylvania. One, the East Broad Top, which opened up this August, was in constant communication and made many trips to the Tweetsle in North Carolina. And the operator of the EBT delved into all the facets of the Tweetsie before starting his own operation. And it is from my talks with Mr. Wilburn of the EBT

1 was probably instrumental here several years ago in helping to get the id started. With subsequent trips with the mr from the Tweetsie to purchase equiplif from the EBT at cost. I think the idea fin blossomed and then trips and discussions \(v\) the Tweetsie man finalized the decision Mr . Wilburn to convince the owners of railroad, Kovalchick Salvage concern Pittsburgh, to follow through with the Mr . Wilburn was up until the line was official? abandoned (track was never torn up thous and still is the Operating Vice-President. should go on a Sat. or Sun. and next week (th) first weekend in November) is the end for : year. You can also compare the multitude vantages the Cass outfit has over the EBT ant
(Turn to Page 8)

Wharmmen for the only state that can own an up hill railroad.


\title{
Baum Writes Again about Cass Trrain
}

Deas Mts Cometpck:
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Let's Save the Railroad!

From Page 1


The railroaders call this "clawInr" and the old coal-b sner is sare clawing up Cheat.


Old No, 4 gets shifted. This is up In the mountains six miles above Cass.


Want to Be Something Else

There is no tree in the Allegheny forest that would give 700,000 board feet of lumber. There is no canyon in the East quite like Yosemite-Tallulah Gorge in Georgia comes closest, 3000 miles behind. And there is no all around park like Yellowstone. And there is no grandeur in the world quite like looking at Mount McKinley (called Mt. Denali

RUSSELL BAUM MAKES PLEA
the cost of salvage rail at about \(\$ 1.50\) to \(\$ 2.00\) per foot. And the morerof these places we add, the more attractive a travel package the East will be - or for that matter keeping a perpetual West bound tourist East (like me).

Let's Preserve the East
As an aside - if at this time I could land an attractive job in the West I'd do so. I love to travel - and that is becoming the American pastime-and will continue to do so. And with places like the proposed Cass layout I'll have no need to be out West to be steeped in the beauty of America. I'll be able to do it at home. And yes, we do have some of these things here, such as Williamsburg, Hopewell Furnace (an iron furnace Nat'l Park in Pa.) along with scores of military parks like Gettysburg, which memorialize and perpetuate wounds of the past with hunks of stone strewn over the landscape.

Let's face it: We've come short of preserving the glory of our East. At Cass we can combine the serene beauty of the East in its finest with the transportation mode that made America - the Railroad.

And showing steam in its finest hour, a symbol of a passing century of tradition, is a nostalgic item that will live in the hearts of men for time to come; the personal and romantic throbbing of a steam engine along with its plaintive wail:

What American father will not fail to
noveratar 1, mex

These pietures were made by Mr. and Mrs. Wm. E. Barrett, Jr. of Arlington, Virginia, two train lovers who come, or did come, to West Virginia to worship it the altar of the great god Steam. This is No. 4 Shay at a Cheat water stop. rationalize some reason to take his son for a last look and a return look for that matter? You talked on the trip about the West capitalizing on the Cowboy. How about Paui Bunyan and the Lumberjacks? Were they not as colorful? Who doesn't use lumber? And who doesn't thrill to the thought of a rugged lumberjack deep in the woods calling out in resonant tones - "Timberr"? How many people have gone through an honest to goodness saw


Oid \(\mathrm{Na}+\mathrm{f}\) gets stified. This is up In the mosntalns sts miles above cass.


This mill was built in 1921, replacing one that burned. Hillbilly feels that this old mill shouldn't re. that down the years it will pay the state a pretty penny as a souvenir of the past. A logger's maseum could be garnered here.


That's a \(\log\) loader, chlldren. That's a log loader, chlldren.
Sure you know now. But there Sure you know now. But there
will came a day when you won't. Unless the state of West Virginia, or its businessmen, have the wisdom to preserve this rich heritage.

Ifage of all - our numan avanderance of hu And where is the preponderance Pennsylman hertage? its in the East omulate the vania Grand Canyon tries (an or Grand Camyon of the Colorado. The Great Smakies and the Hills of West Virginia 'ry Smokies and the Rotenders to the Rockies. But to be eastern pretenders to the Monongahela no matter how hard we try the Monongahela National Forest will never compare with the forest of Sequoia National Park with its towering 300 foot giants up to 40 feet in diameter.

\section*{Want to Be Something Else}

There is no tree in the Allegheny forest that would give 700,000 board feet of lumber. There is no canyon in the East quite like Yosemite-Tallulah Gorge in Georgia comes closest, 3000 miles behind. And there is no all around park like Yellowstone. And there is no grandeur in the world quite like looking at Mount McKinley (called Mt. Denali by natives and the Indians) towering 16,000 feet from base level and 20,300 feet from sea feet from base level and 20,300 feet from sea level. Watching it as I did, from where I worked, 150 air miles away at dusk was an awe inspiring sight I can never forget. And with the help of two large photo murals I took, I never shall.

Can the East top that? Yes, it can. Not by trying to match that which makes the West great, not by matching mountain peak for mountain peak; but by preserving that which made America great, by preserving that which the East in our history books is noted for-its human heritage.

True we have beautiful forests and hills in the East with a certain unusual sylvan beauty to set them apart from those of the West, but it's not a dynamic beauty as with the West: And it's not going to draw people from the Midwest East when it's just about as easy for them to travel West. But it's a combination of our pastoral beauty combined with the dynamism of our rich human heritage that will draw people to the East. Why do people go to Europe? Certainly not to listen to people speak a language they can't understand or to see scenery we can surpass several times over in our own backyard. Nor for the opportunity of spending the \(\$ 500\) round-trip airplane fare. It's the human heritage in Europe -the museums colosseums, pyramids, that take
serving the glory of our Eant. At Cass we can combine the serene beauty of the East in its finest with the transportation mode that made America - the Railroad.

And showing steam in its finest hour, a symbol of a passing century of tradition, is a nostalgic item that will live in the hearts of men for time to come; the personal and romantic throbbing of a steam engine along with its plaintive wail!

What American father will not fail to rationalize some reason to take his son for a last look and a return look for that matter? You talked on the trip about the West capitalizing on the Cowboy. How about Paui Bunyan and the Lumberjacks? Were they not as colorful? Who doesn't use lumber? And who doesn't thrill to the thought of a rugged lumberjack deep in the woods calling out in resonant tones - "Timberr"? How many people have gone through an honest to goodness saw mill?

Last year in Longview, Washington, I went through the Weyerhauser Mill. There were 25 in our party. Tours were hourly every day of the week. Absurd? No! In a large center of population-no. Just a pure genuine interest in our human heritage-lumbering. And remember, this is just to see a mill operate. There's no ride involved. No scenery to see. It's not next to anything else of interest. There's no timbering to watch. It's just to look at a saw mill.

\section*{We Have So Much . . .}

My father-in-law travels East and hauls me around on jaunts for guess what - just to see the remains of old iron furnaces. And there are crowds at the developed places like Hopewell. Why? You know why. And yet there's nothing operating at these places. All there is are guides, pamphlets and restored and reconstructed remains. So, plus these three vitally interesting facets of our heritage we have added at Cass a perennial favoritea cave; and of course the not to be forgotten heritage of our future-the National Radio Astronomy Observatory at Green Bank. Bere's a Gold Mine in Them Thar lieve met it's not California.
Hills and it's not in Callorma.
And you can continue to ask me fort any possible further help I may give. I wat nothing more out of it than cause and the


These pictures were made by Mr. and Mrs. Wm. E., Barrett, Jr. of Arlington, Virginia, two train lovers who come, or did come, to West Virginia to worship at the altar of the great god Steam. This is No. 4 Shay at a Cheat water stop.


Last empties come from the Cheat woods. It's the last day of a add span. West


Clyde Gatford brings in wood from the West Virgiaia's slorious t.re


This mill ose knill in 1sn1, re: plenting ene shat iworned. minsilty feetr ahat dats ale mill shenltn't fe that diven the vears it will
 ewvenir af the hemerel here muserm mald be garmered hers.


That's a log loader, children. Sure you know now. But there will come a day when you won't. Tinlear the state of West Virginia, or its businessmen, have the wisdom to preserve this rich heritage.


The old choo-choo comes to a bit of land on the level between the two switch-backs on the side of
level. Watching it as I did, from where I work हैt tse atr miles away at dusk was an awe inspiring sight I can never forget. And with the help of two large photo murals I took, I never shall.

Gan the East top that? Yes, it can. Not bv trying to match that which makes the West great, not by matching mountain peak for mountain peak; but by preserving that which made America great, by preserving that which the East in our history books is noted for-its human heritage.

True we have beautiful forests and hills in the East with a cartain unusual sylvan beauty to set them apart from those of the West, but it's not a dynamic beauty as with the West: And it's not going to draw people from the Midwest East when it's just about as easy for them to travel West. But it's a combination of our pastoral beauty combined with the dynamism of our rich human heritage that will draw people to the East. Why do people go to Europe? Certainly not to listen to people speak a language they can't understand or to see scenery we can surpass several times over in our own backyard. Nor for the opportunity of spending the \(\$ 500\) round-trip airplane fare. It's the human heritage in Europe -the museums colosseums, pyramids, that take people there. One note-a local friend of mine in the junk business advises me that the maximum the line should be worth is \(\$ 7500\) a mile delivered in Pittsburgh if the rail is resaleable and \(\$ 5000\) if of only scrap value. Also he says that to lay track new would cost-labor \(\$ 10\) per foot and \(\$ 2,000\) for switches plus
went through the Weyerhauser Mill. There were 25 in our party. Tours were hourly every day of the week. Absurd? No! In a large center of population-no. Just a pure genuine interest in our human heritage-lumbering. And remember, this is just to see a mill operate. There's no ride involved. No scenery to see It's not next to anything else of interest. There's no timbering to watch. It's just to look at a saw mill.

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And you can continue to ask me for any possible further help I may give. I want nothing more out of it than the feeling that I've done something for a good cause and the self-satisfaction that that gives and the knowledge that future generations and myself will have places to go in the East in quest for rich vacation spots.

Russ Baum

People, who are deeply interested in the fate of the Cass railroad have been



Lountain to the top of Balat elevation of has a reported elevation of 4,857 feet-just Knob in Pendleton Spruce Knob in Pendleton. County highest point in the state.

Proponents of the purchase say that the steep. old-style rallroad, with the old diamond stack steam locomotive capable of laboring up the scenic coun tryside, plus Cass Cavern, a sure-fire tourist attractions.

The underground waterf said to be about 200 feet is within the cavern near railroad.

\section*{THEY BEEN WORKIN ON DE RAILROAD}

If West Virginia buys the railroad at Cass, "and thus fills its coffers with tourist dollars these men who met on the inspection trip two weeks ago. They are: (sitting left to right) J. C. Cruickshank, Jim Comstock, and Harry Pauley. Standing: Don Crislip, Ted Riffe, Carl Frasure, Dick Bowman, P. F. Long, Robert Jacobson, A. L. Reed, Carl Gziner, C. H. Koontz, Don Mower, Ward M. Dawson, Sr., Mŕ. Yokë, T. G. Matney, and Herb Schupbach.

\section*{Cass Train Report}
(From Pacie 1) er," is interested in buying the railroad if the state decides against making the purchase: His reported offer is about \(\$ 75,000\)

\section*{ONLY RAILROAD}

\section*{NOT MERGING}

Betw-en sussicns of two leogislative e-minittees Sunt. Iesting sensiors and uelegates, discussed possibility of issuing passes on the scenic Mower
Co-Chairman Harry \(R\). Paut-
L.umber Co, railroad. \(R\)

\section*{Get Together}
is the only criterion in determining whether we need more motrey or not. We shall talk
about the improvement of edqcational quality, instead, or at least in addition. We shall try to work out ways of identifying and rewarding talent as distinguished from mere timeserving. It's talent that we want to get and don't want :o lase-let's put our money there -we can always get warm bodies to stand up in a classroom and call the roll. We shall vis it each other's campuses and learn about each other's problems and strengths first hand. get tired of hotels-but never of campuses. We shall help each other. First we must sell, even more than we have, the values of higher education to the people and their leaders-make absolutely clear its indispensa bility to the State, to the Nafion and to youth in the second half of the 20th century. We shall join in encouraging ipcreased corporate giving to higher education and in educating all our alumni to the fact that their own education whether public or private, was heavily subsidized. Together we have avenues of approach to oundations, corporations, legisatures, churches and individuals and groups of all kinds hat we may not have sepa rately or alone.

We shall enceavor to explode the fallacies in the public mind such as that tax-assisted institutions don't need private support, that voluntary contribu tions to public institutions re duce contributions to other in stitutions, that private institucons can survive by just keep ing on raising tuition, that pri vate institutions suffer unfair competition from low fees in tax assisted institutions. All of these are sheer nonsense. Let's

\section*{The Latest Word on Cass Choo Choo}

By Ivan N. Hunter
Just about everybody in West Virginia, and several other states too, with a few notable exceptions, has fallen in love with the Cass Railroad. This fact was brought out at the Legislative committeo meeting held in Charleston Sunday, November 20 .
A petition bearing the names of 1500 Marshall College students, along with numerous letters and wires, was read to the six man group before they unanmously voted on co-chairman Harry Pauley's motion to recommend the purchase.
The motion instructed Conservation Director Warden M. Lane, to get in touch with the owners of the railroad and roll ing stock and attempt to gel a reasonable price quoted for presentation to the full house membership when they convene in January for the 1961 session.
During the Sunday meeting Director Lane revealed some of the long range plans for tourist development in West Virginia by his Conservation Commission. The Director specifically mentioned the Seneca Rocks area and the Bluestone Gorge as projects whose development should have higher priority than the Cass scenic Railroad.
Lane expressed only mild en-
thusiasm for the development
scholarships. We are about to set up a joint statistical service and joint efforts in fund-raising. We hope to work more closely together increasingly in the highly important field of adult education.
of the Cass line but told the be in business, at a fraction of committee that his department would be glad to operate the scenic line if the legislature collowed the committee's approval and "give us enough money to run it on".
Listing some of his objecttions to the project the Conservation Commissioner noted that the town of Cass was almost inaccessable to concentrated tourist traffic. He also stated that the cost of acquiring and onerating the scenic shay line might prove prohibitive.

Ted Rife, an employee of the radio-astronomy
center at Green Bank, and an ardent spokesman for advocates seeking to preserve the last steam mountain line in operation in the eastern United States, disputed some of the cost figures quoted earlier in the hearing by Director Lane.
"The Bluestone Gorge and Seneca Rocks have been in place for a million years, and will last another million", Rife said. "But the Cass Line will be sold for serap unless somebody takes action soon", Rife went on.

Disputing the need of an ex pensive lodge to house and feed tourists Rife explained that the state could purchase several old Pullman coaches and dining cars and set them off on a sidTWAN'S PARENTS LIVED IN MASON COUNTY

The parents of Mark Twain once lived in Mason County.
EGAN WROTE HUMOROUSLY OF THE CIVIL WAR
One of the few humorous books on the Civil War is "The Flying Gray Haired Yank" written by Michael egan of Written by Michael Parkersburg in 1888.
ars and set them off on a sidthe cost estimated by Director Lane.

Even the amount of coal re quired to climb Bald Knob figured in the discussion. Warden Lane had earlier told the legislators that his department estimated that it would. take ten tons of coal to make the steep ascent.

Railfan Rife challenged the tonnage figure and told the members that it would only take four tons to climb the mountain and "a half a ton to come down
"We propose to nold a public meeting somewhere in the state, as suggested by the West Virginia Hillbilly, to plan for action to present our cause to he West Virginia Legislature when it convenes in January", the astronomy center accountant announced at the meeting. "Public notice of the time and place will be announced," Rife concluded

\section*{Person to Person}
R. E Mathews of Weston will at the invitation of WOR to tell receive Hillbilly for the next \(t v\) and radio audiences of the 52 weeks with the Christmas Manhattan area why Hillbilly is

\section*{Time}

\section*{to} Start Workin' on

There is somebody who mont live a raltruad. Somealy whe bacean? want to buy io thrtio Cans Ratlroad and whd it to alabging up to the p) of Ofs llalisy with a cargo f freespenting, fundoving tariates.
There's semebody that doesn't ant tis pet the unemployed rogle of Cass to work running at lirkle railroad, to building
ie large tourist camps that
will be necessary to take care of visitors.
That somebody is, first the Governor of West Virginia. He doesn't like it because if he did he would have said to the legislature, "Buy that little railroad and let it be the first olive out of the tourist jar. Buy it, boys, and let's give the people back a little something." The Governor has been made good father of the West. Virginians by a
great mandate and he is serving by the divine right of kings. But he didn't say do it, and it wasn't done. One wonders why the governor doesn't like the railroad.

The Senate of West Virginia likes the railroad and put it in the budget so it could be bought. But the House didn't like the little raiiroad and they said, no, they wouldn't itemize it. The House and the Senate have to agree or the budget can't be submitted and the legislature can't adjourn until they get together. So there was a kind of comprise.
"Let's put in enough money and if the Conservation Commission wants to buy it later, then they can buy it." That was nice on the surface, but it still means that there's somebody in power who doesn't like the little railroad and that the state will never buy it. Or so this paper thinks.

There is somebody who likes the little Cass railroad. This

There is somebody who likes the Lirtle Cass railroad. This paper, for instance. But this paper isn't any judge because this puper is one man's opinion. So that can be discounted. But there are others who like the little rallroad and that is just about everybody in West Virginia except the strong man on the budget of the state. Why they don't like it, nobody knows. One of the big men says it will take too much money and he talked about tollets on top of the hill and about other things. This paper said back to him, get the railroad first and then talk about those things. Be sensible. But the man got ruffled and the paper got ruffled and nobody got anywhere.

Now this paper predicts that if the thing is left up to the state, that the rallroad will be sold to those people in Marion, Virginia, who would like to have it to attract tourists. But that shouldn't happen and this paper will scrap till hell freezes over

. . happen in our West Virginia hills?
about evirns mpa ther of just atyout ent to in west Virain
 dacem of the stato. Why they dont like it, notooty knows. One of the bie mes says if will take Tod much montey and he talked aboout toilets on top of the hill and about other things. This paper raid back to him, get the railrosed first and then talk aBeat thove things. Be sensible. But the man got ruffled and the paper got ruffled and nobody got anywhere.

Now this paper predicts that If the thing is left up to the state, that the railroad will be sold to those people in Marion, Vircinia, who would like to have if to attract tourists. But that shouldn't happen and this paper will scrap till hell freezes over or until the last spike is taken up and sold to the Old Dominion, which apparently has more gumption and leadership than the New Dominion.

If enough of you West Virginians are interested in buying stock to make this thing possible, now is the time to say your piece. Write this paper now as to what extent you can or will 80. Write to us until we get a good organization to take over

rom there also watch for a big to live. Let's take what God meeting in the Civic Center or somewhere soon. At this meeting we will have experts on hand, we'll have lawyers to tell how to organize stock companies, and we'll have a treasurer on hands to take money.
s, and we'll have a treasurer \(\begin{aligned} & \text { stater thinks the chances are } \\ & \text { paper }\end{aligned}\) West Virginia doesn't have to is a job for the people, not the go prowlng around Washington people who represent the for commodities for its people people.
has given us in good scenic ne-
gotiabilities and turn them into gotiabilities and turn them into cash. Watch for further word from this paper.

However, it is possible for the state to do something. But this paper thinks the chances are

\section*{. . . happen in our West Virginia hills?}

\section*{to The Irish Is on Page 14, B'gora!}

\section*{Complete Text of Russeli Baum's Cass Railroad Plea}

My parpose here today is to sug geat tha feavibility of the state of West Virginia's purchasimg and operating a wopment of the Mower Lumbar Co. in Cass. West Vinginia as an operating pascum of rallruading and lumberingturn of the century style-for the benefit of the people of the state and as a major tourist attraction. And further, to blow that this tourist attraction would pay ths own way from its own revenue.

Railroads, and expecially logging railmads, have for the past 15 years been my primary hobby. Through business, the military service, and vacations, 1 have tarveled and seen most of the interesting railroads in 49 of our 50 stres. Canada, and Mexico from the Cookuila and Zocateas to the White Pass and Yukon. In riding over the Mower railroad last October it occurred to me that few Reilroad and none of the opera ting tourist railroads came close to matching the Mower in spectacular scenery. Further the most scenic part of the line is within 6 miles of Cass.

It was because of this ride that the thought kept mulling over in my mind that this definitely would be the line to preserve as an operating log. ging railroad to be promoted as a tourist attraction. It would be a natural for the state to include it in its Park System. This whole concept of a railroad park is not new. In 1947 the Edarville R.R. was born in Cape Cod District of Mass. with six mile of track around a Cranberry Bog. Today it is the most successful of the tourists operations. The passengers each year are in the hundreds of thousands.

Another tourist railroad is the Tweetsie at Blowing Rock, N. C., near the Smakies but in a remote section of N. C. I was told that last year they
is the Silverton Line running from Durange to Silverton, Colorado. They are booked up in advance for tickets and a ride over their 45 miles of track requires a four day wait on the average. Today Durange is a booming tourist center. Hotel rates shot from \(\$ 2.50\) eight years ago to \(\$ 7.00\) today for a single, and the unusual pari is that Durange is 450 miles from the nearest city of over 5,000 population and has to compete with such attractions as the Grand Canyon, Rocky Mountain National Park, and Yellowstone for the long distance tourists.

Another is the East Broad Top in Penna. It started this August with a five mile trip through some pleasant farm land. It is presently bettering expectations and Mr. Wilburn, the operaitng Vice President, expects to add to the line next year.

Although these other railroads are operating quite suocessfully, they have only one basic attraction, that is a railroad with an operating antique steam engine hauling poeple for an average of five miles over the track. The Mower Lumber Co. Railroad has far more to offer.

To start with, it would be the operation of a real rallroad-most of the tourist lines are built for the occasion and for the historian type person, therefore lack interest.

The Mower does not merely go around in a circle or over an uninter\(e^{* i n g}\) stretch of land. The other lines operating in the East can come nowhere near matching its scenery. You would have the added interest of lumberingturn of the century style-and lumbering in itself has a great appeal to many people. Today in the United States the only railroad logging by the old method of rail to logging point and skidder car
tential to serve as a tourist attraction.
The engines themselves are very unique in the annals of Peailroading. They are Shay geared steam engines complet? with a real 1890 dimond stack. There are two switchbacks on the line. And I know of only two others left in the U. S.

There is an added attraction of a mammoth cave only about 50 yards from the suggested termination of the line on the hill. This cave has received innumerable write-uds in certain magazines. A cave in itself would attract numerous tourists, and the combination would make a very strong tourist attraction.

Then 'at Greenbank, five miles away is a large observatory that would help attract still more people.

The Mower operation would require the operation of only five miles of track and the purchase of six miles. This would take the line through its finest scenery, and five miles is the ideal length for this sort of thing.

Because the major investment is there, the cost would not be large and no more than scrap value for rail and engines.

To summarize-none of the othar railroads serve any other purpose than to memorialize sleam railroads, and none have operating geared engines or interesting scenery. With the Mower you have in addition the large interest in logging-the chance to show old time logging railroading at its best-and a large undeveloped cave.

However this is the last opportunity to do something about it. Unless it is stopped, the salvage company wants the tracks ripped up by time wintior sets in Building a new rallroad wouid be prohibitive.

The highways for entering Cas3



 Cher frs Bailwal anat thee of the opera
 (nothing the twat it spectacular bryant Neither inter hast acchic part of TN. line is within 4 miles of Cases.

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Another tourist railroad is the Treetste at Blowing Rock, N. C., near the Smiles but in a remote section of N \(\mathrm{C}^{+} I\) was told that last year they made 8150,000 net proift. This year they are adding \(\$ 30,000\) in superfluous addiLions such as the purchase of a railroad locomotive from the White Pass and Yukon in Alaska. They have a five mile circle of track. Another good example

Farm land it is presently bettering ex pectatians and Mir. Witharn, the operathat Vice President, expects to add to the line nest year.

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However this is the last opportunity to do something about it. Unless it is stopped, the salvage company wants the tracks ripped up by time winier sets in. Building a new railroad would be prohibitive.

The highways for entering Cess from East, North, and South are very good making it readily accessible.

Trainfan Baum, a Pennsylvania businessman, made this speech before the House of Delegates, Oct. 4.
GOa thellhilly 10/22/1960

TO LOOX WTO TNE FEASIBILITY OF THE STATE'S BUYING THE RAILROAD AS BAIT FOR TOURISTS, WHO HAVE FOND MEMORIES OF STEAM.

On paswiker of \(1 g i n g\) I but concentrating quite lecher- tion. And there are others. Dick but concentrating quite lecher-
ousty upon a herd of young tion. And there are others. Dick
Bowman, whom I know and D Frank Callendar of the Gree
Bank observatory. "Meet Dr Phillip Newell", somebody say and I shake hands with a subscriber whom I have heard much about but had met.
Strangely enough I learned about Rev. Newell, Presbyter ian pastor at Greenbank, when I went to New York that time to check the Big City for it poverty and depressed areas o people following the dressing down that the Saturday Eve ning Post gave West Virginia One of the social workers there told nle about Greenbank's Rev. Newell. And others had told me about him, how he is known as the Hotrodding Cir-
cuit Rider in a Jaguar. He was cuit Rider in a Jaguar. He was there and so was his Jaguar And so were his wife and chil dren. I have never met a more delightful family.

And there were others there at the station. Tom Edgar, for House of Delegates (Democrat) from Pocahontas. He is the "half man" that Pearl Buck half man that Pearl Buck describes in her chapter on
Hillsboro (her birthplace) in "My Many Worlds". Tom Edgar "My Many Worlds". Tom Edgar left his "other half", his two
legs, in Europe. There's legs, in Europe. There's story there, which I haven't time or room for now. Let it suffice to say that he was an in Germany (?) in a church in Germany (?) making plans for an attack when a bomb came through the roof and took his legs off clean above the knees Yes, there's a story there be-
cause the officer completed his plans, gave some orders in connection with them, and called a driver and had himself loaded into a jeep and taken away to the base hospital. Tom Edgar is indeed a man.

We see loads of steel along \(\mid\) ferent shades
he track and I am jolted into the thoughts of how this train and its track will be like cer lain of the natives of Guam whom the Japanese slew. They, the Japs, made each man dig knees at the edge of it, so that knees at the edgife came down when the big kicked in after his severed head. It's like this for the kind old steam loco motive we are riding. It will pull up its track and haul it to the bottom of the hill and when the job is done it too will go for scrap. Unless, of course, the State orders stay of execution.

Train With Smoke
We pass a road and the whistle toots a warning. A car stops and disgorges its passengers because a train with smoke is something to see. A little irl waves and I remind myTom Wolfe and I promise.myself I will. Upward we go and it gets colder and I hear Cruickshanks say that "Poor ald Comstock is going to freeze o death" and I look about me and see that all the rest have intelligently anticipated this ind of weather and are dressed in fitting garb. And Dick Bowman has evidently anticipated my dumbness and has brought along an extra parkaike thing which he gives me and which shrouds me like a mummy's bandage and I never had it so good.
John Killoran comes up to me and I say, "Fill me in, "John" and John fills me in and good. "This is one of the steep railroads. Railroad grades are told in percentages, A rise of one inch per hundred feet Now most Main tine madance. Now most Main Tine mads are And I think she is pretty
erent shades of blue in each receding peak
I talk with I talk with Tom Edgar's wife, charming and devoted wife. I ask her how he will negotiate if problems of the legislature if he is elected. She tells me
that there have been many problems but all have been problems but all have been this one will. Mrs. Edgar is a learned and well-read woman and her knowledge of things in general is rather tremendous and her interest in promoting tourism for West Virginia in general and her own Pocahontas in particular is almost a passion with her. And Peral Buck is indeed a passion.
Her father-in-law, Tom's faher, of course, owns the old Pearl Sydenstricker Buck home at Hillsboro. Pearl Buck comes often to visit the place and in this way has become something of a member of the Edgar family and they love her. Or Mrs. Tom Edgar does. "She is the most gracious woman I ever knew", she told me. "She is kind and considerate, and devoid of all pretence. You would think she would have the right to 'put on' just a little, but she doesn't. And she has no use for people who pretend to be something who pretend to be
that they aren't'".

\section*{Character of Pearl Buck}

I had heard that Tom took offense at Pearl Buck's referring to him as "half man" in her book. "Nothing to it-at he knows what happened to him. He isn't a baby. As a matter of fact he is all man. He understands more than people think and he bears no grudges. I think he is pretty great".


\section*{Hillbill)}

\title{
To Buy or Not To Buy a
}

CERTAIN WEST VIRGINIANS OF GOODWILL TAKE A RIDE BEHIND A SMOKE TO LOOK INTO THE FEASIBILITY OF THE STATE'S BUYING THE RAILROAE

One barometer of aging I think is a propensity to associate a contemporary act with a halfremembered tune or the halfforgotten words of an old song Last Saturday there kept coming to my mind's ear bits of an old hymn that I used to listen to, but was never brave enough to participate in, about life being like a "mountain railroad with an engineer that was brave" and admonished me and the rest of the congregation to "make the run successful from the cradle to the grave"

The "contemporary" association was a real Mountain Railroad, one which I felt was approaching a premature grave as its work being done in the woods of Cheat above Cass in Pocahontas County was done and it. Irack and locomotive. was being sold for scrap. 1 had fortunately, and somewhat Emiraculousty, been the engineer that was brave in a bit of Togislative maneuvering that brought the depredation to a shatdatill unsil a delegation of के glotatars coutd took into the matler of proserving this vestige of steam for a possbite tourtis atlifaction

\section*{Meet Ia Marlinten}
but concentrating quite lecherously upon a herd of young heifers in a field, who exasperatingly pay him no mind at all but graze on with the hard-toget nonochalance of the gender

The first man I meet at Bill Sperry's El Poco, the appointed place in Marlinton, is Mr. Koontz himself who is standing in front of the place and wondering why it isn't gpen. He tells me where Senator Carl Gainer is in the motel. I go there and after a while Senator Arch Reed comes in and we all go to breakfast, the place now being open and bustling. At one booth are Mr. and Mrs. Koontz and at another is Delegate J. C. Cruikshanks. Speaker Pauley comes in.

\section*{Ike and Taxes}

Bill Sperry introduces me to a stranger, a fellow by the name of Gambill, who is a tax lawyer, and who stops at Bill's place when passing through that part of West Virginia. "Tell him that story", says Bil and Gambill haltingly tells what he had been telling Bill, fomething about how President Eisenhower evades taxes by renting his Gettysburg farm to George Allen and Clint Murchisen or somebody. Nene of it is elear to mo or even interesting. but the fellow gets to talking about how big shots play up te
tion. And there a Bowman, whom I Frank Callendar Bank observato Phillip Newell", and I shake har scriber whom much about it met.

Strangely en about Rev. N ian pastor at ( I went to New to check the poverty and d people follow down that tl ning Post ga One of the sc told nie al Rev. Newell told me abo known as tl cuit Rider is there and And so wer dren. I hav delightful

And the! at the stat instance. House of from Poc "half mat describes Hillsboro "My Many left his
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"make the run successful from the cradle to the grave".

The "contemporary" association was a real Mountain Railroad, one which I felt was approaching a premature grave as its work being done in the woods of Cheat above Cass in Pocahontas County was done and it, track and locomotive, was being sold for scrap. I had fortunately, and somewhat miraculously, been the engineer that was brave in a bit of legislative maneuvering that brought the depredation to a standstill until a delegation of legislators could look into the matter of preserving this vestige of steam for a possbile tourist attraction.

\section*{Meet In Marlinton}

The day of looking into the matter was Saturday at Cass and I was invited by Legislative Auditor Clarence H. Koontz to be at the point of assemble at Marlinton at nine o'clock. 1 left Richwood early so that I could drive slowly over Kennison mountain and absorb the autumn beauty for which this drive is famous. There are drives more beautiful in the world. I suppose, but I have never seen them. The day was cxactly right as to weather and temperature, At 7:55 I started down the Pocahontas side of Kennison and stopped here and there just to look at it all. Farty tmorning vapor was rising from the prone theatre wings of the bills and the sun was onomise Harough sfrong enough,


I
go there and after a while Senator Arch Reed comes in and we all go to breakfast, the place now being open and bustling. At one booth are Mr . and Mrs. Koontz and at another is Delegate J. C. Cruikshanks. Speaker Pauley comes in.

\section*{Ike and Taxes}

Bill Sperry introduces me to a stranger, a fellow by the name of Gambill, who is a tax lawyer, and who stops at Bill's place when passing through that part of West Virginia. "Tell him that story", says Bill and Gambill haltingly tells what he had been telling Bill, something about how President Eisenhower evades taxes by renting his Gettysburg farm to George Allen and Clint Murchison or somebody. None of it is clear to \(m e\), or even interesting, but the fellow gets to talking about how big shots play up to the President and he starts talking about this fellow who gets invited to the White House and how he works the deals that keeps him on the invite list. One involved a book, and is a story, I think, worthy of the prints.

At a dinner Eisenhower spoke of a poem that he hadn't read in years, but would give a farm - or maybe a golf course in Georgia for if anybody could locate it. He said the poem was about a boy on the farm, who bated it, and then grew up to become a wealthy man, but now he wanted desperately to get back to the simple ways again. "The President could quote but two lines from the poem. That's all he knew.

This follow who was trying to Brake Eisenhower didn't say a wofd. Soon as the dinater was over, he got, to a phone and started calling book stores in New York. He recited the
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there just to look at it all. Early morning vapor was rising from the prone theatre wings of the hills and the sun was coming through strong enough, and early enough, to turn the dew, or maybe the crystals of the frost, into a sequin spangled type of thing that sparkled on the bright and firey reds and oranges and yellows of the leaves, not to speak of the undertones of brown limbs and green of still green leaves, and created within me the image of bespangled gypsy girls dancing in an aurora of Kleig lights. What a wonderful wonderland this all is. this drive in the autumn over Kennison.

The beauty of it parades and extends on down the countour of the hill and hills to the green level below, where the trost ham't come so early, and where green clings for a few more precious minutes before Eomning the fatal costume, which, although colorful and Eay, los still the danse macabre of mature, the last fling before ett Euroncss Winter holds all fan thrall. I have become potetic, Bet realify Jerks me back. I esese downs hard upon the hrates and swerve dangerously Yo aweid lailling a young bull whicts has sirsyed from a field ont ener a foree and stands in the road. Itis head is thrust forwant, saseriquivering, as his *amtrils fillate is and out like 4. Drthows, fring me as glance
locate it. He said the poem was about a boy on the farm, who hated it, and then grew up to become a wealthy man, but now he wanted desperately to get back to the simple ways again. "The President could quote but two lines from the poem. That's all he knew.

This fellow who was trying to make Eisenhower didn't say a word. Soon as the dinner was over, he got. to a phone and started calling book stores in New York. He recited the quotation to each of them and offered a ridiculous price to the man who could find it first. One was found after a short time and the man chartered a private plane to fly the book to Washington and within a short time after the dinner was able to say to the President, "Oh, by the way, I just happen to have with me the book that has that poem in it that you wanted . .

\section*{Last Train from Cass}

There's no sense in taking all the cars, so we double up and it isn't long until we are at Cass. There is a crowd about the old steam locomotive which is belching out smbke in proper salutation. I see famiHar faces in the crowd and new ones too. There is, first as, always when a steam engine is puffine, John Killoran, the WSAZ.TV man, who has been going to bat for the train's ir mis museum a preservation over his if iatauthereherg

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Mountain Railroad
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We see loads of steel along the track and I am jolted into the thoughts of how this train and its track will be like certain of the natives of Guam whom the Japanese slew. They, the Japs, made each man dig his grave and get down on his knees at the edge of it, so that when the big knife came down he could be kicked in after his severed head. It's like this for the kind old steam locomotive we are riding. It will pull up its track and haul it to the bottom of the hill and when the job is done it too will go for scrap. Unless, of course, the State orders a stay of execution.

\section*{Train With Smoke}

We pass a road and the whistle toots a warning. A car stops and disgorges its passergers because a train with smoke something to see. A little Biol waves and I remind myself to read some of good old Tom Wolfe and I promise.myself I will. Upward we go and㐾 gets colder and I hear Cruickakanks say that "Poor sld Comatock is going to freeze Le death and 1 look about me and see that all the fest have latcellizenelly asilicipated this kind of wrathof and are dressnd in farting gath And Dick Boxmaxt has cotidewtly asticimated my dumbness and las brought along an extra parka-
ferent shades of blue in each receding peak.
I talk with Tom Edgar's wife, a. charming and devoted wife. I ask her how he will negotiate the problems of the legislature if he is elected. She tells me that there have been many problems but all have been solved and taken care of, and this one will. Mrs. Edgar is a learned and well-read woman and her knowledge of things in general is rather tremendous and her interest in promolting tourism for West Virgina in general and her own Pocahontas in particular is almost a passion with her. And Peral Buck is indeed a passion.

Her father-in-law, Tom's fathen, of course, owns the old Pearl Sydenstricker Buck home at Hillsboro. Pearl Buck comes often to visit the place and in this way has become something of a member of the Edgar family and they love her. Or Mrs. Tom Edgar does. "She is the most gracious woman I ever knew", she told me. "She is kind and considerate, and devoid of all pretence. You would think she would have the right to 'put on' just a little, but she doesn't. And she has no use for people who pretend to be something that they areal'.
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bl workers there uf Greenbank's And others had him. how he is Hotrodding CirJaguar. He was pas his Jaguar. wife and chilrer met a more
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John Killoran comes up to tre and I say, "Fill me in, "John" and John fills me in and good. "This is one of the steep railroads. Railroad grades are told in percentages. A rise of one inch per hundred feet ls one percent, for instance. Mow most Main Line roads are from one and a half to two perceets. Some few roads, but fioh Main Liners, are five or six gattcest. Fiat never more. This ote is nifie percent. Just think of that sine percent".

I doty footice the climb up
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\section*{Character of Pearl Buck}

I had heard that Tom took offense at Pearl Buck's referring to him as "half man" in her book. "Nothing to it-at all. Tom knows what she meant. He knows what happened to him. He isn't a baby. As a matter of fact he is all man. He understands more than people think and he bears no grudges. I think he is pretty great".

And I think she is pretty great too.

We have chugged up grades and through autumnal foliage that looks like polychromatic needle point work at times, and colorful and downy gossamer at others, depending upon how the sun shines or how the Bhadows fall. We come to a tarm where cattle and sheep is \(a\) cave near here, a cave
olith a subterranean watarfail with a subterranean waterfall
higher than the mighty Nia gapa. WHIL we see 就: 1 ask
porcent. Some few five or six percent. But never more. This whe is nine percent. Just think of that, nine percent".
I don't notice the climb upward because it is gradual. I do notice that the autumn plendor is to be seen on all pides and back behind us is a ralley with a backdrop of hills. Now we come to a switch-back, and Russell Baum, who started the whole thing, as you will remember if you have read the past two papers, rushes up to telli me something.

\section*{Switch Backs}

There is only one other In the United suatcherack This has to switch to climb the hill". What he means is being demonstrated. The enand stops, the and now it of pushing. good at all minute, and not ciaders from the descend upon us as smpheallark cow and we all scek wis hosed comerage, using my parka hout, tnd odhors using handkerhowherve of the mernatains is whuls bashant ans I motice dif.
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and through autumnal foliage that looks like polychromatic needle point work at times, and colorful and downy gossamer at others, depending upon how the sun shines or how the shadows fall. We come to a farm where cattle and sheep graze and I am told that there is a cave near here, a cave with a subterranean waterfall higher than the mighty Niagara. "Will we see it?" I ask and am told that it will have to wait another time. We turn a bend on the level, make a curve on the slant, then head for higher ground. Another stop and a start and the secortd of the two switch-backs has been met and taken. It is colder and the air is stronger, like a wine, and I wish there were more along to drink it all in with me, and share it, and to toss the dregs of contentment back to grow and multiply for others. I now see what it would mean, this railroad, to hundreds of people who have never gone up the side of a West Virginia mountain, by foot or rail, and I think how lucky the state is that Russell Baum came to us before the tracks were taken up and alerted us sleepy people. There is more beauty; beauty

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\section*{LL TAKE A RIDE BEHIND A SMOKE-BELCHING LOCOMOTIVE, THE LAST E STATE'S BUYING THE RAILROAD AS BAIT FOR TOURISTS, WHO HAVE}
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tion. And there are others. Dick Bowman, whom I know and Dr. Frank Callendar of the Green Bank observatory, "Meet Dr. Phillip Newell", somebody says and I shake hands with a subscriber whom I have heard much about but had never met.

Strangely enough I learned about Rev. Newell, Presbyterian pastor at Greenbank, when 1 went to New York that time to check the Big City for its poverty and depressed areas of people following the dressingdown that the Saturday Evening Post gave West Virginia. One of the social workers there told nife about Greenbank's Rev, Newell. And others had told me about him, how he is known as the Hotrodding Circuit Rider in a Jaguar. He was there and so was his Jaguar. And so were his wife and chil. dren I have never met a more delightfal family.
And there were others there at the station. Tom Edgar, for tmatace


We see loads of steel the track and I am joltec the thoughts of how this and its track will be lik tain of the natives of whom the Japanese slew. the Japs, made each mi his grave and get down knees at the edge of it, : when the big knife came he could be kicked in his severed head. It's lil for the kind old stean motive we are riding. pull up its track and ha the bottom of the h when the job is done will go for scrap. Un course, the State of stay of execution.

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cuit Rider in a Jaguar. He was there and so was his Jaguar. And so were his wife and children. I have never met a more delightful family.

And there were others there at the station. Tom Edgar, for instance. Tom is running for House of Delegates (Democrat) from Pocahontas. He is the "half man" that Pearl Buck describes in her chapter on Hillsboro (her birthplace) in "My Many Worlds". Tom Edgar left his "other half", his two legs, in Europe. There's a story there, which I haven't time or room for now. Let it suffice to say that he was an officer and he sat in a church in Germany (?) making plans for an attack when a bomb came through the roof and took his legs off clean above the knees. Yes, there's a story there because the officer completed his plans, gave some orders in confection with them, and called a driver and had himself loaded inte a jeep and taken away to the base hoppital. Tom Edgar is indeed a man.

\section*{Wenderful People}

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 cause the officer completed his plans. gave some orders in connection with them, and called a driver and had himself loaded into a jeep and taken away to the base hospital. Tom Edgar is indeed a man.

\section*{Wonderful People}

And 1 met Dave Bond, the tw-man, and Larry Fellure (spelling, ugh!) who is a University of Virginia student and railfan. I met Robert Jacobson, who is running for Prosecuting Attorney, and who became a subscriber. And 1 met Dr. Carl Fradier of WVU.

The train is ready to go into the mountains and give the legislators and all others who wish to take the trip a prevue what kind of ride a tourist can be taken, if it isn't too crass to speak of taking tourists for a ride. There is a cabosse. of personsel car for the weak. and as epebair, siderailinged late cat for the sturdy. We all eo opesair for the first shank of the yourtey

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\section*{Chickened Out}
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\section*{To Buy Or Not To Buy a Railroad}

\section*{(From Page 10)}

This red is the berries of mountain ash and Dick brings it aboard and the women squeal for some to take home as it stays red in the winter and the berries don't drop. Dick is the life of the party now.

I move from place to place on the train and I meet more people. Meet Walter Good, I am told. Walter Good has run a locomotive on this railroad for 32 years. "I retired last year", he said. And I am told to meet Sam Silverstein. I had heard of him, He had bought the road for scrap. I expected an old man with beard. But he is young and agreeable looking.

\section*{Ghost Town of Spruce}

Robert Jacobson points and asks me if I see. What I am to see was once the town of Spruce, a town with 1500 souls, who logged and made paper for West Virginia Pulp, and who repaired the cars and engines of Western Maryland. "In the winter of '18 the temperature at Spruce was 45 below". I ask about Spruce now. What is there? Nothing, I am told. Nothing, but a building or two. Another ghost in the hills.

We reach the top of the hill and stop. A coal car and some old bos cars are near. There is the smell of food from one of the box cars, and I follow my nose Inside are pans of chick. en, ketties of bake beans, pans of thot rotts. Thiere is talk of Esvite to Beld Knob. which is Srar, and looking down upon the forcativntas world of Green. Wenk and heyend but a colored they trilds mee is is thime to eat end I turt does this trip to to
pey thy otrieter devolion to she
and arrived at a feast for the gods . . . and me. They have a trick too with mashed potatoes and gravy and coffee, which is served in enormous tin cups. It is food that calls for the purest of devotion and I give all I've got. And my dinner companions aren't slouches either at putting the stuff away.

\section*{Top of Old Baldy}

Outside there is talk of this and that until the return of those who went to Bald Knob. I meet Mr. and Mrs. Ted Riffe, and W. E. Blackhurst, author of "Riders of the Flood", the book about this very place, and his wife. I talk to the various legislators about the possible purchase. Senator Reed thinks the idea is good and Herb Schupbach is carried away with it all. Bowman was sold, I think, before the trip was thought of. Harry Pauley said he felt that the state should own it right to the top of Bald Knob. Bald Knob, by the way, is only a few feet under Spruce Knob, highest ground in the state. I don't remember what each one said, but I think every member of the investigating group saw immense possibiliteis for the railroad as a tourist attraction.

\section*{End of the Line}

The trip back to Cass was uneventful. The legislators got their heads together in the closed car with the cheerfully burning stove, and decided to accept Dr Caliendar's invitation to come to the club room at the sbservatory for a little confab over sandwiches.

That club room is as anazuy That club room is as anazay

Pocahontas was to hav delegation in its midst. Pauley told how glad the to be there and said \(t\) the following Sunday 30) the group would Charleston for a deci whether or not the would be recommended chase by the state.

The ride back to El about what a doctor c would prescribe. Ahs in a field we saw \(t\) takable white bobb deer's tail. Carl Gain his Cadillac and w fascinated as this wi took the pasture i stick strides, going and round about, \(j\) had been told to good show for them He too, I think, purchase of that it could divert a tion from him.


\section*{Sanitar}

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We reach the top of the hill and stop. A coal car and some old box cars are near. There is the smell of food from one of the box cars, and I follow my nose. Inside are pans of chicken, kettles of bake beans, pans of hot rolls. There is talk of going to Bald Knob, which is near, and looking down upon the Pocahontas world of Greenbank and beyond, but a colored boy tells me it is time to eat and I turn down this trip to pay my stricter devotion to the culinery efforts of Mr. Silverstein's cooks. I sit down with Tom Edgar and his wife, and Arch Reed and Carl Gainer and Bob Jacobson and Rev. Newell. Whoever the cook is, he knows how to take a dead chicken

those who went to Bald Knob. I meet Mr. and Mrs. Ted Riffe, and W. E. Blackhurst, author of "Riders of the Flood", the book about this very place, and his wife. I talk to the various legislators about the possible purchase. Senator Reed thinks the idea is good and Herb Schupbach is carried away with it all. Bowman was sold, I think, before the trip was thought of. Harry Pauley said he felt that the state should own it right to the top of Bald Knob. Bald Knob, by the way, is only a few feet under Spruce Knob, highest ground in the state. I don't remember what each one said, but I think every member of the investigating group saw immense possibiliteis for the railroad as a tourist attraction.

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That club room is as snazzy as all get out. Ted Riffe made a little talk about how glad betimes yearn to share the mountain man's blissful solitude, close to nature?
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\section*{Sanitar}

OCTOBER 29, 1960

Railroad
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Pocahontas was to have this delegation in its midst. Harry Pauley told how glad they were to be there and said that on the following Sunday (October 30) the group would meet in Charleston for a decision on whether or not the railroad would be recommended for purchase by the state.

The ride back to El Poco was about what a doctor of tourism would prescribe. Ahead of us in a field we saw the unmistakable white bobbing of a deer's tail. Carl Gainer stopped his Cadillac and we watched fascinated as this wild creature took the pasture in his pogostick strides, going in and out, and round about, just as if he had been told to "put on a good show for them legislators". Hle too, I think, favored the furchase of that train, maybe is could dixert a bit of attenHiges froes bim.



A memnant of East Cass - once a wild and wooly \(\log\). pars' entritainment zone' - remained until the 1985 food This 1975 vew of the business distnct was taken lown the mitst end of the
argival go-degre curve.


The Alpha Hotel, shown 'long after-the-fact' in 1968, was one of many establishments that catered to an often rough and reckless woodhick clientele whose sole purpose in town was to 'blow her in.' Originally the Central Hotel and last known as 'Belle's Place' - this structure - faced the bridge at the 90 -degree turn.
Now in its seventh year, the Town Walk's popularity continues to grow. This season's guide, Phil Bagdon, was bitten by the Cass history bug back in 1965 on his second visit to the CSRR; his grasp of the 'true history is insightful and entertaining. The 1996 tour is based on personal research, without reference to previous fown walk presentations.

\footnotetext{
Statement of Policy Regarding The Equal Opportunity To Use Facilities and Participate in Programs 7t is the polcy of the West Virginio Division of Natural Resources 10 provide its focities, accormmodations, services and programs notional origin, or disobility Proper licenses, registration and complance with olficiol rules and regulations ore the only sources of restricions for fodility use or program porticipation The West Virginia Division of Naturol Resources is an equal opportunily employer:"
}

Cass: A Work-in-progress


Above: Main Street 1974; walkways gone, lences going. Below: Back Rows in 1968 with boardwalks still intact.


When the mill closed in 1960, the town property as well as the plant itself - fell into the hands of an off-shoot organization, Don Mower Lumber Co which continued to rent company houses unti 1977. It has taken years to reach the current level of renovation .... and certainly, much work still remains. The first five houses to be rented as cabins were opened in 1984; sidewalks and fences were rebuilt during 1986-87.

All photos except front cover by Philip Bagdon

\section*{References}

A large 1917 Cirkut photograph, found in the rear of the Cass Country Store, is the best on-site visual reference. Further study of Cass, and lumber mill towns in general, is available via the following publications (handled in stores adjacent to the depot):

On Beyond Leatherbark The Cass Saga;
Roy B. Clarkson, McClain Publishing Co., Clarkson, McClain Publishin
Parsons; 2nd printing. 1994
Cass: A Brief History And Guide To A Lumber Company Town; George Deike, Cass; 1989 Tumult On The Mountains: Lumbering in West Virginia, 1770-1920; Roy B. Clarkson, McClain Publishing Co., Parsons; 9th printing, 1992 Sawdust In Yours Eyes; W.E. Blackhurst (a novel). McClain Publishing Co., Parsons; 5th printing, 1993

\section*{Cass Town Walk}


The town in its prime (1920): the bustling hub of a massive pulpwood and lumbering operation.
In 1981, 96 structures here were placed on the National Register of Historical Places. For 58 years, ending in 1960, Cass was a company town whose residents woke to a steam whistle. The sound of saws and fragrance of freshly-cut saw logs were almost ever-present aspecis of lise to the lowns population (which during the peak years of lumbering, 1908-1920, was almost 1,800 ).
The Cass saga began in April 1899 when John G Luke, a principal of The West Virginia Pulp \& Paper Co., bought 136 acres of bottom land from loca farmer Jacob Gum. Two years later, this property was conveyed to a slarl-up venture - The Wesi Virginia Spruce Lumber Co, - for the site of its mill, town and operating base. Nine years hence, WVSLbrCo was absorbed by 'Pulp \& Paper.' In 1942, the Charleston-based Mower Lumber Co. acquired the town as part of a lock stock and barrel deal for the mill, railroad and land holdings.
Originally known as Leatherbark Ford, during the period just prior to the coming of timbering there were three small farms located where Cass and East Cass (first called Brooklyn) would arise. The town's name was given sometime during or before May 1900 in honor of a Pennsyivanian, Joseph K. Cass, who sold his paper mill to the luke organization in 1899. Coss (1868-1938) went on to serve for many years as vice-president of WVP\&PCo.

> Cass Scenic Railroad State Park Cass, West Virginia

\section*{Cass Scenic Railroad . . . Park programs for a different kind of West Virginia state park}

Explore an old lumber mill town built between 1901 and 1908


The 'Big Store' plus specialty shops, 'Museum Row' and more . . .
A. Former Company Store Complex

Cass County Store (State Park Gift Shop),
The Last Run Restaurant, Pocahontas County
Tourism Commission Info Stand, Cass Wildlife
Museum, Cass Historical Museum

\section*{B. Cass Showcase}
C. Country Craft Junction
D. Lefty's Barber Shop
E. Something Special, Ltd.
F. Bear Essentials Tea \& Spice Shoppe
G. Westvaco Forestry House Exhibit H. Shay Inn Bed \& Breaklast

\section*{State Park Lodging}

There are currently 13 houses - 12 in Uptown and one in the old company's management section - rented as park cottages for overnight and extended stays. (Numbered boxes)

\section*{Unrestored Dwellings}

Slated for eventual renovation are 20 company houses; these are scattered about town and were in the worst shape when the State commenced renovation of the town. Rotted porches have been removed and roofs stabilized. (Clear boxes)

\section*{Private Residences, Misc.}

There are 11 houses occupied by state park employees and a few old-time residents. (Dark-shaded boxes) Additionally, there is a house used by Park Housekeeping, one that accommodates volunteers of Mountain State Railroading \& Logging Association, and one privately-owned. (Light-shaded boxes)

Town Walk Highlights
1. Pocahontas Supply Cormpany Nethkin Co. Mea
(now Post Office)
3. Original company office building site 4. Cass Hotel / Mountain Inn / Town Shop 5. Front Row (no street until 1925-26)
6. First church (now Community Center) 7. Masonic Building
8. Latter-era company garage
9. City Council Chamber \& Mayor's Office (top floor); overnight lockup (basernent)
10. Lower Alley (missing many structures)
11. The Pen ('milking cow jai')
12. Company garage site
13. 'Uptown Cass' - Luke Street to south end of Company Property (just right of \#15 on map); 'labor force' family residences
14. Site of first schoolhouse (1901-1908)
15. Odd Fellow's Lodge Hall and '5\&10' Kanes Grocery Store / now storage
16. Emory Street: Named for Emory P Shaffer, the Big Boss 1900-1933
17. Methodist Episcopal South Church (1927)
18. Spruce Street - 'The 'Back Rows
19. Site of second schoolhouse (1908-1915)
20. General Manager's residence, 1933-1960 21. Ascent of Big Bug Hill
22. Dr. Uriah Hannah's office, 1913-1943 23. Doctor's home, 1902-1943 24. Pocahontas Hospital / first E.P. Shaffer residence / Boarding House
25. Luke House / second E.P. Shafter residence / 'Clubhouse' (1933-1960) 26. Horse barn stone foundation 27. 'Aerial walkway' inexact replica 28. Site of S.B. Nethkin \& Co. ice plant 29. Company hay and grain barn (1919) 30. Company Store retail coal bins
31. Retail coal scale shed
1. East Cass "ogger's entertainment zone (a.k.a. Brooklyn, Hell's Acre) II. 'Big School House' (built 1915-16)
III. Slab Town company section - dwellings for subsidiary's extract plant, 1914-1925
Bohurk Hill - Once an enclave of Italian,
V. Bohunk Hint-once an enclive of about 17 privately-owned houses, one survives

Late, great shop (1923-72)

A.ove. The second Cass shop in 1965 at age 42
Belca Five days atter the May 23, 1972 fire


The first shop, built in 1901, was single-track and capable of servicing two locomotives simultaneously. It was reploced in early 1923 by a significantly larger grouping of connected structures. To CSRR-era railfans, overhead belt-driven machinery and four decades of clutfer made Shop No. 2 akin to a beloved old friend.
The major factor in replacing the 1901 shop was West Virginia Pulp \& Paper Co.'s ordering of No. 12, a monster Class C Shay ( 154 tons as built by Lima Locomotive Worksi. Apparently clearance prohibited access; it was Worksi. Apparently
too big to fit inside.
The 1922 blaze which leveled the band saw and planing mils significantly delayed completion of the new shop and foundry/pattern house complex. By the time work had resumed, the first of numerous tower skidders had been acquired; thus, as completed, the north bay's upper end sported a pair of 25 -foot doors to accommodate these steam-powered high-lead logging devices.
The ' 50 -year shop' was built of the same surplus World Wor I corrugated sheet metal from Fort Meade Marytand used for the 1920 mill boiler house as well as the hoy/grain storage facility (today's Cass Showcase).

\section*{Ruins of the big Cass Mill}


This 1971 view shows the south end of the huge mill complex with C\&O tracks in left foreground. The fooring storage bullding's surviving brick fire wall is visible First of the complex to go was the end of the planing mill (at right), which collapsed in 1974


Both photos by Philip Bogdon
Shown above is the 'short side' of the double bandsaw mill as it appeared 24 years ago. The carriage ran back and forth on its 'shotgun feed' (left foreground) with the band saw itself formerly situated in middle rame. Fire leveled the bandsaw mill in 1982; four years earlier the planing mill and flooring storage build-
ings went up in smoke.
hil Bagdon, CSRR State Park's Seasonal Historian and 32 -year veteran of the Cass Experience, had big fun while exploring and photographing the mill complex between 1974 and 1976. Looking back somewhat in horror, he is thankful not have 'bought the farm' by falling through a soft, rotted floor.

Statement of Policy Regarding The Equal Opportunity To Use Facilities and Participate In Programs It is the policy of the West Virginia Division of Natural Resources to provide its facilifies, occommodations, services and programs to all persons without regard to sex, race, color, age, religion, national origin, or disobility Proper licenses, registration and compliance with officia rules and regulations are the only sources of restrictions

The West Virginia Division of Natural Resources is an equal opportunity employer:

\section*{Cass Shop \& More}

Top Of The Morning Tour Behind-the-scenes Shop Tour P.M.

Locomotive repair and maintenance requirements of a steam railroad call for not only a well-equipped facility but also an experienced shop staff. The Cass Scenic Railroad is blessed with both. Throughout the year there is activity here: during the 'off season,' road crew personnel - conductors, engineers and firemen join the regular shop employees to comprise a 14-man work force.

With former Western Maryland No. 6 the last Shay built and second largest out-shopped by Lima Locomotive Works), finally out after over 30 months of heavy repair, work has just started on a replacement flue sheet for the oldest Cass Shay, No. 5 (built in 1905). Upcoming projects include a new boiler for Heisler No. 6; and 'from ground up' renovation of Climax No. 9.

Today's shop was placed into service during 1976, four years after fire destroyed the 1923 complex. The adjacent car shop was erected in 1973 to meet the interim repair needs.
There's more to the Top Of The Morning Tour and Behind-the-scenes Shop Tour, P.M. than just an interpretation of the shop: the saga of locomotive repair is part of a walking four which includes a look at the mill ruins and an array of motive power on the yard's dead line
Please refer to This Week At Cass - available in brochure form at the depot ticket office - for the park's schedule. All supplementary programs are offered free of charge.

Cass Scenic Railroad State Park
Cass, West Virginia
Version 30.9 .96


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Cass Scenic Railroad . . . Park programs for a different kind of West Virginia state park

\section*{A grand heritage in a modern wrapper: The Cass Shops}

Solety fers is procticed here: You are asked to watch your step and keep tabs on all small children!


> What's in the Shop

\section*{The Dead Une}

Todays dead line track came into expestence in
1973 with extension of te Today with extansion of the cooling sidianct The
upper end upper end of the orlininal yard track (now used
for parking excursion trains) was Mower tor parking excursion trains) was Mower
Lumber's dead line - where No. 12 (the largest Lumber's dead line - where No . 12 (the largest Shay ever to operate upon converrion with added truck and tender length), and No .13 (exprior to scrapping.
In order from the lower end of the siding are: Helsler No. 6 (c/n 1591, 1929). 90 tons's ong of the largest units out-shopped by Heisier of Erie, Pa.; originally served Bostonia Coal and Clay Products of New Bethlehem, Pa, then spent over 25 years in Greenbrier County as Meadown
Aiver Lumber No. 6 ; came here on its own River Lumber No. 6; came here on its own
power in 1966 and went into service during Beld power in 1966 and went into service during bald
Knob Inaugural Weekend (May 1968); out-otKnob Inaugural Weekend (May 1968); out-o
service since June 1995; needs a new boiler.
Shay No. 36. (c/n 2804, 1916). 70 tons \({ }^{\circ}\); built for an Alabama logging enterpise; spent about two decades in West Virginia - first with Raleigh Lumber Co. (Glen Morgan), then W.M. Ritter Lumber Co. (Oxiey and Maben); in 1942, moved by Ritter to New River, Tennessee where it later hauled coal as Brimstone R.R. No. 36; came here nine years ago; because of size and age, likely to remain on the dead line for some time. Cllmax No. 9 ( \(\mathrm{s} / \mathrm{m} 1551,1919\) ). 70 tons \({ }^{\circ}\); buill by Climax Locomotive Works, Corry, Pa., for the Moore-Keppel Co. (Randolph County) and lasi used to pull coal on the Middle Fork R.A.; arrived here (1970) in ragged shape; a new boiler found in Canada combines with the shop force's long-running interest in tackling this prolect to make the future brighter than might be expected from its derelict appearance; if everything goes well, it may be on the road in 1998. Shay No. 7 (c/n 3131, 1920). 70 tons"; first used by Raine Lumber Co. at Cloverrick (Pocahontas county); in 1930, moved to the Raine family's
Cy Greenbrier County job - Meadow River Lumber Co.; came here on its own power in 1964 and entered service the next year, becau
er problem, hasn't run since 1970.
Baldwin Rod Loco No. 612 (c/n 69858, 1943). Built for the U.S. Army Transportation Corp and operated at Fort Eustis, Va as the 'Johnny D. Burruss' untill 1977; this 2.-8-0 Consolidation has never run here - until the 1986 nond wate as the water level route's future power.
- Factory designation. Engine weighed more in operating condition (coal, water, tools, etc.).

Chaffee Branch for only a few years; displayed in Baltimore at the B\&O Railroad Museum for over 25 years before coming here in 1980 (in a long-term trade for Shay No. 1 and Porter 0-4-OT No. 714); in 1981, operated for the first time in 28 years; used sparingly until service on the Cass-Durbin Run (1984-85); extensive shopping removed it from the roster for two full operating seasons; reassembled, Big 6 spent part of August on the upper shop track for final painting, then returned to the main repalr facility for lettering, and thus fired up for testing, then put back into service; it will run this fall, at least periodically, on the Cass-to-Whittaker turnarounds.

\section*{Shopped Power}

Shay No. 5 ( \(\mathrm{c} / \mathrm{n} 1503,1905\) ). 80 tons*; came to Cass new for the Greenbrier \& Elk River, West Virginia Spruce Lumber Co.'s railroad out of Cass - the oldest and longest operating Shay here; its cylinders were cracked in 1958 while serving the mill's dry kiln plant as a steam source, thus was inoperable when the State acquired the railroad in 1962; after repair, It was put into service three years later; No. 5 is out of service this year for a flue sheet replacement; it will be back in service for the May Railfan Weekend.

\section*{Active Power}

Shay No. 2 (ón 3320, 1928). Pacific Coast Model - 96 tons*; wuperteated, the only PC built as a wood-burner, logic influanoed its conversion to oil before operation in British Columbla as Mayo Lbr. Co. No. 4; then Lake Logging Co.,
Ld. No. 5. Westem Forest Industries No. 5, and Railway Ldd. No. 5, Westem Forest Industries No. 5, and Railway Acplances Research (Vancouver Wharfs Ltd.) No.114; carme 1972, grates converted for coal burning in 1985.
Shay No. 4 (c/n 3189, 1922). 70 -tons*; originally Birch Valley Lumber Co., Tioga (Nicholas County). No. 5; involved in a runaway wrock which scalded four men to death in 1941; rebuit, then acquired two years later by Mower Lumber Co.;
it was not only the last loging Shay here, but also the first it was not only the last logging Shay here, but also the first road angine of the Cass Scenic R.R.; in 1993 a thorough Knop, No. 4 will likely serve as the reopening of track to Bald
Shay No ( 5 3a54, 1945) the pusher (helper) enger ed, the last and second largest Shay built: plans of 'Cass No. 12 - in its original, 154 ton \({ }^{\circ} 3\)-truck form - were used as foundational design: pulled coal on the Western Maryland's
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The mow pagulac adsition to park program offerings. Whe Tip or foe Merting? Tou, atrords a visit to the tew avcet ang sead hing fereared. Since 1963, this lime oth day has been is tavorte among railfans. Rercminercame of the action, Heisler No. 6 steams and amsuas - it up back in 1971.


Now in its severth yeat, the Cass Town Walk's popuiarty continues to grow. This season's guide, Philip Bupson, was bitien by the Cass history bug back in 1305 on his second vist to the CSRR and has been deciphering myth from reality ever since; his grasp of the true history is both insightful and entertain\(i n g\). The tour is based on personal research, without relerence to previous town walk presentations.

Statement of Policy Regarding the Equal Opportunity
To Use Facilities and Participate In Programs
Tis the polioy of the Vest Virginic Division of Natural kesouns lo provide is foclities, accommodations, services and programs io ol peruns without regard to sex, roce,
tolos. age, religion national origin, or disability. Proper licenses regitration ond corrpionce with afficial rules and reguigions ore the only sources of restrictions for fadity use or progrom participation. The Weat Vrgiric Division of fidural Resources is an equal opportunity employer:

Whittaker Camp No. 1
Now at Whittaker Statlon


Winter Cheat Mountain log camp scene, about 1950


Dinner at a 'portable' Mower Lumber Company camp
Despite losing operation on the upper half of the Cass Hill to January's flood, a memorable ride awaits you on the CSRR - to Whittaker Station, site of the new Whittaker Camp No. 1 display. Rail equipment and structures representing various facets of West Virginia logging can now be is offered of camp cars and shanties, diesel loader, fourwheel \(\log\) train caboose and portable high-spar steam skidder. Whitfaker Camp No. 1 is an on-going project which has involved thousands of volunteer hours by the members of Mountain State Railroad \& Logging Historical Association, a non-profit organization based in Cass.


Where History Comes Alive!
This Week At Cass


Free Supplementary Programs Cass Scenic Railroad State Park September 23-29, 1996
ive!

Cass Scenic Railroad . . . Park programs for a different kind of West Virginia state park

\section*{Top Of The Morning Tour} \(\$ 200\) - Fri Sat, Sun
Meot at the dipot for this 75 -minute, 1 -mile walking hour. Wiear shoes that you don't mind getting wet. Athough the highlight elements of this walk are the repor shop and steam locomotives being prepared for senice, we begin by taking a look at the lumber mill an integral part of the bigger picture - once one of the state's most productive double bandsaw and planing mill facilties as 'second boat' to the logging operotion's primary charge of furnishing pulpwood. into the yard itself - using the ready track's in-steam power as examples - we pause to discuss Ephraim Shay's break-through design for logging locomotives. Moving anto the dead line, we look at a Heisler and a Cimax, then compare these geared designs with two Shays and a Baldwin rod engine.
After peeking inside the car shop, we enter a world of gearhead delight. No two days are the same in our main repair facility, where attention has turned to instaling a flue sheet in Shay 5. Affer watching some repairs, we inspect the machining bay

\section*{Behind-the-scenes Shop Tour, P.M.}

\section*{1:50 - Saturday}

Meet at the depot for this 55 -minute, 1 -mile walking four, which is simliar to the morning program Isee abovel, except we watch the 1:00 train pass on its return to Cass, then park The program concludes with ample time for those riding the \(3: 00\) train to board. The tour is limited to 20 park visitors, so please sign up at the depot ticket office.

Cass Town Walk
11:15-Saturday
1:15 - Fri, Sun - 2:15 - Sun 5:10* - Friday
Meet on the Cass Country Store steps for a 45-minute, half-mile swing through the old company town.
Cass was the headquarters and focus of one of the largest lumbering operations in the state. Learn about this isolated industrial town's history, view its prominent structures, and hear about what life was like here \(80+\) years ago during the boom period.
*These tours coincide with the Cass Showcase program's conclusion and are thus subject to a 5-10 minute delay whenever a train returns late; kindly wait for your guide on the Cass Country Store porch.

\section*{Log Trains, Woodhicks \& More}

6:50 - Saturday (Dinner Train at. Whittaker Station) On regular runs, there's a lot to be said about the loggers' lifestyle and timbering practices that can't be squeezed into the short presentation at the new raillogging display at Whittaker Station. To close out the Dinner Train season - and celebrate the rousing success of Whittaker Camp No. 1 (see back panell - Philip Bagdon presents an overview of logging railroads, then turns the program over to Keith Norman for a leisurely, full-length interpretive walk. Before boarding the train, there will be a question and answer period.

\section*{Greenbrier Siding Deadline Stroll} 2:50 - Saturday
Meet at the water tower, located up the tracks from the parking lot, for this 30 -minute, 1 -mile walk - a continuation of the Behind-the-scenes Locomotive Shop Tour, P.M. program.
We walk up the former Chesapeake \& Ohio Ry. Greenbrier Subdivision for a look at an array of non-logging rail equipment (including four firstgeneration diesel locomotives and a sleam wreck crane) that has sat on the old interchange/station siding for a decade. Along with some nice riverbank scenery are reminders of the Greenbrier's floodstage fury.

There will be no programs on days the train does not operate

\section*{Cass Interpretlve Programming}

West Virginia State Parks have traditionally offered exceptional programs by seasonal naturalists. The Cass Scenic Railroad and the old mill town - historic subjects that they are - call for a different spin. Philip Bagdon is CSRR State Parks Seasonal Historion A devotee of Cass history for over 30 years. Phil has contributed his extensive research to several publications and archives. In 1976, while interviewing old-limers associated with the bygone rail-logging era, he resided in Cass and served as a train commentator
 The latest park program offering is the Top Of The Morning Tour After visiting the repair shops, visitors have the opportunity to watch trains being pre pared. Since 1963, this time of day has been a tavorte among railfans. Representative of the action, former Meadow River Lumber Heisler No. 6 theams - and smokes - it up back in 1971.


Now in its seventh year, the Cass Town Walk's popNow in continues to grow This season's Wuide philip隹的ty continues to grow. This season's guide, Philip Bagdon, was bitten by the Cass history bug back in
1965 on his second visit to the CSRR and has been 1965 on his second visit to the CSRR and has been
deciphering myth from reality ever since; his grasp deciphering myth from reality ever since; his grasp ing. The tour is based on personal research, without relerence to previous town walk presentations.

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Rescurces to provide its forilies accommodations services Rescurces to provide its focilities, occommodations, services and programs to all persons without regard to sex, race. ciat, age, religion, national origin, or disability, Proper and regulations are the only sources of restrictions for Tadilty use or program participation
The Vest Virginia Division of Natural Resources is an equal opportunity employer:

\section*{Whittaker Camp No. 1}

\section*{New at Whittaker Station}


Above: Winter Cheat Mountain log camp scene, c. 1950 Below: Dinner at a Mower Lumber Company camp.


Despite losing operation on the upper half of the Cass Hill to January's flood (resumption of service to Bald Knob is expected in October), there is still a memorable ride awaiting you on the CSRR - to Whittaker Station, site of the new Whittaker Camp No. 1 display. Rail equipment and structures representing various facets of West Virginia logging can now be inspected during the 20 -minute stop. An interpreter leads tours Monday through Friday of the camp cars and shanties, diesel loader, 4 -wheel caboose and steam-powered Lidgerwood tower skidder. Whittaker Camp No. 1 is an on-going project which has involved thousands of volunteer hours by members of the Mountain State Railroad \& Logging Historical Association, a non-profit organization based in Cass.


\section*{This Week At Cass}


Free Supplementary Programs of Cass Scenic Rairroad State Park July 29 - August 4, 1996

\section*{}

Cass Scenic Railroad . . . Park programs for a different kind of West Virginia state park

\section*{Get behind the scenes with steam}

\section*{Explore an old lumber mill town}

\section*{Top of The Morning Tour}
\$:00 daly except Tues, Wed
Ment at athe dipout for this 70 -minute, 1 -mile walking kour ithar shoes that you don't mind getting wet fown morning dev:
feam about the Cass lumber mill, once one of the stres mast productive double bandsaw and planing sill focilises as second boat' to the logging operamill focilies as second boat to the logging operaContinuing to the yard, we watch Shays being preponed and discuss their fascinating design. Moving on to the dead line, we look at a Heisler and Climax locomotive, then compare these geared engines with two Shays and a rod engine.
Aher peoking inside the car shop, we enter a world of gearhead delight. No two days are the same inside our main repair facility.
Presently, 162 -ton monster Shay, "Big 6" lex-Western Maryiand is undergoing final assembly after heavy shopping. Besides pausing to watch the work on No. 6, we inspect original Cass Shay, No. 5, and the shop's machining bay.
Viewing the day's active CSRR power come to life and switch the yard rounds out the tour.
Behind-the-scenes Shop Tour, P.M.
1:45-Mon, Thurs

For those unable to 'early-bird-it' (see above), this 55 -minute walk is a repeat program, except there are no steamin', smokin'Shays. The tour is limited to 15 park visitors, so please sign up at the ticket office.

\section*{Cass Town Walk}

1:10*- Sun, Fri, Sat
3:10* - Saturday
5:05* - Sun, Mon, Thurs, Fri
Meet on the Cass Country Store steps for this entertaining 30-minute, half-mile swing through the old company town - built between 1902 and 1908
Cass was the headquarters and focus of one of the largest lumbering operations in the state. Learn about this isolated industrial town's history, view its prominent structures, and hear about what life was like here \(80+\) years ago. A tour brochure is provided for supplementary information about Old Cass and the park's on-going rennovation of the former company town.
* These tours coincide with the Cass Showcase program's conclusion and are thus subject to a 5-10 minute delay whenever a train returns late; kindly wait for your guide on the Cass Country Store porch.

\section*{Log Trains, Woodhicks \& More \\ 7:00 p.m. - Friday}

Meet on porch of the Cass Country Store for this 45-minute presentation concluding with a question and-answer time. Featured guest is Keith Norman, Whittaker Camp No. 1 's interpreter. Philip Bagdon opens the program with an overview of the onceimmense Cass rail-logging operation.
There's a lot to be said about the loggers' lifestyle and timbering practices that can't be squeezed into the short walk-through presentation at the new Whittaker Camp No. 1 display, so join us for the rest of the story.



South end of Uptown: Main Street, 1908

\section*{Senior Clitizens and Disabled Persons'} Van Tour
3:45* - Sunday and Saturday
For those unable to endure a half-mile walk, this 20 minute motoring version of the town tour is limited to 14 visitors. Reservations must be placed at the depot ticket office by 3:30. Departure is from the foot of the Cass Country Store steps.
* Please note that the CSRR State Park vehicle is not equipped with a handicap lift.

There will be no programs on Tuesday and Wednesday, July 30-31

\section*{Cass Interpretive Programming}

West Virginia Parks have traditionally offered exceptional programs by seasonal naturalists. The Cass Scenic Railroad and the old mill townhistoric subjects that they are - call for a different spin. Philip Bagdon is CSRR State Park's Seasonal Historian. A devotee of Cass history for over 30 years, Phil has contributed his extensive research to several publications and archives. In 1976, while interviewing old-timers associated with the logging and railroad ero, he resided in Cass and served as a CSRR train commentator
Whittaker Camp No. i's reproductions of skilled workers shanties provide a glimpse into a bygone era. Here, a group of eight original and sid train (top left) in 1946 on the head of Shavers Fork.
(eft) in West Virginia and Regional History Collection West Virginia and Regionaia University Library
Structures utilized during both eras of Cassrelated logging camps (stationary and moveable), woods camp shanties served a variety of uses. Originally, 2-story structures housed the wood crews, while small shanties - like those above - housed skilled workers.
Introduction of camp trains ended the use of bunk houses, but the use of small shanties to house skilled workers - such as the filer (who kept the saws and axes sharp) - continued until the mill's closure in June 1960.

\section*{References}
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\section*{Aerial Log Skidding}


With tower standing 96 feet above its base, Meadow River No. 1 was the largest 'portable high steel spar skid der' to operate in the East. Here, it is working a set north east of Anjean in June 1956. To the rear is a lowside coal tender and the diesel log loader (now also Whittaker Camp No. 1) - which is spotted for resupply. Photo by Wally Johnson, MSR\&LHA 1993 Calendar

Introduced on the Cass logging job by West Virginia Pulp and Paper Co., 'portable high steel spar' (tower) skidders initially reached timber that was inaccessible to horse teams due to terrain and/or distance. Five second-hand steam skidders were acquired between 1922 and 1928. Skidding became the primary means of moving logs to rail loading sites after Mower Lumber acquired the operation in 1942. The final 'skidder set' was located at Old Spruce, after depleting timber atop Bald Knob in June 1960.
Tower skidders were used by several of the larger West Virginia rail-logging enterprises. Although all remaining 'Cass skidders' were scrapped in late 1960 and early 1961, the State Park is blessed with a truly beefy example - built by Meadow River Lumber from beefy example - buill by Meaded by that company's stock parts' in 1944 and donatia Corporation, in 1972.


In a Cass-related skidder diagram, a trip of logs' is en route to the railroad landing from the tail tree. Meadow River No. 1 , the display's skidder, was capable of bringing in logs at a minimum of 50 feet off the ground from up to 3,000 feet away.

From Logging South Cheat: The History of the Snowshoe Lands by George Deike

\section*{Whittaker Camp No. 1}


After serving for 32 years in the woods of Greenbrier County, this Meadow River Lumber Co. diesel log loader - shown here with the job's Shay No. 5 near Anjean, c. 1955 - is now one of six pieces of rail-logging equipment at CSRR's Whittaker Camp No. 1.

Photo by Bernard J. Kern, MSRLHA 1993 Calendar
Whittaker Camp No.1, new for 1996, compliments your memorable steam-powered ride over a former logging railroad with a glimpse into the heart of the matter - the high-volume timbering which spawned the immense rail operation (at its peak more than 130 miles of mainline and woods spur track).
This display offers not only a look at rail-logging equipment, but also relates the routine workaday lives of those stalwart men who labored in the woods and thus made West Virginia's turnultuous lumbering era possible.
An interpretive commentary is offered five days a week; at other times, CSRR passengers are invited to explore Camp No. 1 independently via interpretive signs which offer an overview of life in the woods and techniques for bringing in saw logs.

\section*{Cass Scenic Railroad State Park} Cass, West Virginia

The Iatter-ara camp trains


Ninnh censticing are exemplifed by this scene, c. 1950.
Phese by Bisce Crickart. George Deike Collection
in PM5 ater more than 40 years of occupying twostory bunkhouse quarters, rugged woodhicks' working on the Cass job found themselves adapting to a new fyrm of accommodations. Soon after Mower Lumber Company bought out the Cass operation, fiud Weber - the new general manager - instituted camp trains to cut expenses. Weber came from Meodow River Lumber Company, based in Rainelle, Greenbrier County, where this housing practice had been instiuted in the early 1930s.
The Cass shop commenced work on the camp sets in late 1944, a tolal of 17 cars were constructed from logging flotcars. Mower camp trains consisted of 3-io-4 bunk cars, alobby car, dining car and kitchen car. Between 1945 and 1958, there were two camps in opergtion: then, for the last two years of rail-logging, there remained one moveable grouping.
The last ariginal camp car, No. 419, now a combined lobby/bunk rendering, is joined by a facsimile created in 1980 displayed as a combined kitchen/dining car.


Phil Bogdon Collection

\section*{In brief: The Whittaker Camp No. 1 Display}


Whittaker Comp No. 1 is on besides grants and wenerous private financial support has involved thousands of volunteer hours by members of the Cass-bosed Mountoin State Railroad \& Logging Historical Association.

Interpretive services are provided in affiliation with the West Virginia University Department of History's Public History Program.
For information about Mountain State Railroad \& Logging Historical Assoc., please write P.O. Box 89. Cass, WV 24927

\section*{Rail Equipment Roster}

Kitchen/Dining Car (4). Built from one of the remaining Cass logging flatcars, this is an adaptation of the kitchen and dining cars of Mower Lumber Co. camp trains.
Camp Car No. 419 (5). A former West Virginia Pulp \& Paper Co. logging flat fabricated into a bunk car by Mower Lumber Co.'s Cass shop in early 1945, No. 419 was part of the last camp train in 1960. Its side door was added in 1969 while serving as CSRR's 'sand house.'
Diesel Log Loader (6a). Built in 1939 by Meadow River Lumber Co.'s shop in Rainelle, this large, powerful 'long tree' device was active until 1970; it came to Cass in 1972
Skeleton Steel Log Car (6b). One of 24 such cars donated to CSRR in 1972, Meadow River Lumber 'B-12' now carries the log loader. Many of the current excursion cars were builf from these MRLbrCo steel skeleton log cars.
Standard Steel Logging Flatcar (7). This 40 -foot flat, used by Elk River Coal \& Lumber and its successors, was one of several cars donated by Georgia-Pacific Corp, in 1967. For about two decades it served as a Bald Knob all-weather car before being retired due to a bad axle.

Four-wheel Caboose (8). This 'bobber' rode the rear of log trains out of Swandale (Clay County), where its last owner, Georgia-Pacific Corp., was preceded by W.M. Ritter Lumber and Elk River Coal \& Lumber companies, Built in the 1880s and believed to be of Coal \& Coke or Baltimore \& Ohio ancestry, it was donated in 1964.
Lidgerwood Skidder (9). Home-built by the Rainelle shop from Lidgerwood parts in 1944, Meadow River Lumber Co. No. 1's service ended when it failed boiler inspection in 1966; it came to Cass six years later. Double-heading Shays brought the Lidgerwood to Whittaker in 1993; considerable work remains, including raising the tower.
Skidder Tender (10). A representative coal-supply car for the skidder is slated to be installed here in the near future.
Wood Logging Flatcar. There were over 200 of these \(40-\) foot flats used at Cass by West Virginia Pulp \& Paper during the lumbering heyday. Part of the original CSRR excursion train and the only extant 'native' log car, it is currently spotted on the old company store siding lead in Cass awaiting restoration by MSR\&LHA volunteers.


Above: The second Cass shop in 1966 at age 43 Below: Days after the fire of May 23, 1972


The first shop - built in 1901 - was single-track and capable of servicing two locomotives simultaneously. It was replaced in early 1923 by a significantly-larger set of connected structures. To CSRR-era railfans, Shop No. 2 was akin to a time machine in terms of its overhead belt-driven machinery.
A major factor in replacing the 1901 shop was West Virginia Pulp \& Paper's Co.'s ordering of a monster Class C Shay (154 tons as built by Lima Locomotive Works - rostered as No. 12); apparently clearance restrictions prohibited access. It was too big to fit.
It is certain that the 1922 blaze, which leveled the band saw and planing mills, significantly delayed completion of the new shop and foundry/pattern house complex. By the time work resumed, the first of numerous tower skidders had been acquired; thus, as completed, the north bay's upper end sported a pair of huge doors to accommodate these tall steampowered logging devices.
The ' 50 -year shop' was built of the same surplus World War I corrugated sheet metal from Fort Meade, Md. used for the 1921 mill boiler house and a new hay/grain storage facility (foday's Cass Showcase).

\section*{Ruins of the big Cass Mill}


This 1971 view shows the south end of the huge mill complex with C\&O tracks in left foreground. The flooring storage building's surviving brick fire wall is visible on the right side of the structure closest to the tracks. First of the complex to go was the end of the planing mill (at right), which collapsed in 1974.


Both photos on this page: Philip Bagdon Shown above is the 'long side' of the double bandsaw mill as it appeared 24 years ago. The carriage ran back and forth on its 'shotgun feed' (left foreground), with the band saw itself formerly situated in middle frame. Fire leveled the bandsaw mill in 1982; four years earlier the planing mill and flooring storage buildings went up in smoke.
Phil Bagdon, CSRR State Park's Seasonal Historian and 32-year veteran of the Cass Experience, had big fun while exploring and photographing the mill complex between 1974 and 1976. Looking back somewhat in horror, he is thankful not have 'bought the farm' by falling through a soft, rotted floor.

Statement of Policy Regarding The Equal Opportunity To Use Facilities and Participate In Programs It is the policy of the West Virginia Division of Natural It is the policy of the West Virginia Division of Natiora
Resources to provide its facilities, accommodations, Resources to provide its facilities, accommodations,
services and programs to all persons without regard to sex, race, color, age, religion, national origin, or disability Proper licenses, registration and compliance with official rules and regulations are the only sources of restrictions
for facility use or program participation.
The West Virginia Division of Natural Resources is an equal opportunity employer."

\section*{Cass Shop \& More}

\section*{Top Of The Morning Tour Behind-the-scenes Shop Tour P.M.}

Locomotive repair and maintenance requirements for a steam railroad call for not only a wellequipped facility but also an experienced shop staff. The Cass Scenic Railroad is blessed with both.
Throughout the year there is activity here: during the off season, road crew personnel - conductors, engineers and firemen - join the regular shop employees to comprise a 14 -man work force.
Presently, former Western Maryland No. 6 ICSRR's Big Six), the last Shay built and second largest outshopped by Lima Locomotive Works of Lima, Ohio, is undergoing final reassembly.
Upcoming projects include: a replacement flue sheet for original Cass Shay No. 5 (built in 1905 and currently on Shop Track No. 2); oil-to-coal grate conversion of ex-Feather River Shay No. 3 (purchase agreement was recently announced, shipment from California pendingl; a new boiler for Heisler No. 6; and top-to-bottom renovation of exMoore Keppel Lumber Co. Climax No. 6.
Today's shop was placed into service during 1976, four years after fire destroyed the 1923 complex. The adjacent car shop was erected in 1973 to meet the interim repair needs.
There's more to the Top of the Morning Tour and Behind-the-scenes Shop Tour, P.M. than an interpretation of the shop: the saga of locomotive repair is part of a walking tour which includes a look at the mill ruins and an array of motive power and rolling stock on the yard's dead line.
Please refer to This Week At Cass (available in brochure form at the depot ticket officel for the five-day-a-week schedule. All supplementary programs are offered free of charge.

Cass Scenic Railroad State Park
Cass, West Virginia

Cass Scenic Railroad ... Park programs for a different kind of West Virginia state park

\section*{A grand heritage in a modern wrapper: The Cass Shops}

Solety first is practiced here: You are asked to watch your step and keep tabs on all small children!


\section*{Active Power}

Shay No. 2 (on 3320, 1928). Lima Pacific Coast model-96 tons*' superheated; the only PC built as a wood-burner; logic influenced its conversion to oil before operation in British Columbia as Mayo Lbr. Co. No. 4; then Lake Logging Co., Ltd. No. 5, Western Forest Industries No. 5, and Railway Appliances Research (Vancouver Wharfs Ltd.) No.114; came to Cass in 1970 and made its operational debut at Railfan Weekend 1972; grates converted for coal in 1985.

Shay No. 4 (c/n 3189, 1922). 70-tons*; originally Birch Valley Lbr. Co., Tioga (Nicholas County), No. 5; involved in a runaway which killed four; came to Cass in 1943 as Mower Lbr. Co. No. 4 and was not only the last logging Shay but also the first road engine of the Cass Scenic R.R.; in 1993 a thorough shopping was completed; with the track to Bald Knob expected to reopened in October, No. 4 will serve as the pusher (helper) engine.

\section*{Shopped Power}

Shay No. 6 (c/n 3354, 1945). Lima class 150-3, superheated; the last and second largest Shay built; plans of 'Cass No. \(12^{\prime}\) - in its original, 154 -ton* 3 -truck form - were used as foundational design; pulled coal on the Western Maryland's Chaffee Branch for only a few years; displayed in Baltimore at the B\&O Railroad Museum for over 25 years before coming here in 1980 (in a long-term trade for Shay No. 1 and Porter 0-4-0T No. 714); in 1981, operated for the first time in 28 years; used sparingly until service on the Cass-Durbin Run (1984-85); extensive shopping has removed it from the
roster for two full operating seasons; due back on the road, working the Cass-Whittaker turnarounds, in September. Shay No. 5 (c/n 1503, 1905). 80 tons*; came to Cass new for the Greenbrier \& Elk River R.R., W.Va. Spruce Lbr. Co.'s railroad out of Cass - the oldest and longest operating Shay here; its cylinders were cracked in 1958 while serving the Cass mill's dry kiln plant as a steam source, thus was inoperable when the State acquired the railroad in 1962; after repair, it was placed in service during 1965; flue sheets are due for replacement during the upcoming off-season.
- Factory designation. Engine weighed more in operating condition (coal, water, tools, etc.).

Camp Shanty Display

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 wimbers shathint prouble a girpose into a bygone Ans 7ere a grop of might original and long-gone


Wiest Wrgenia and Rggional Hstory Collection
West Virgina University Library
Struckeres ulllized during both eras of Cassrelated logging carmps (stationary and moveabie), moods camp shanties served a variety of uses. Originaly, 2 -story structures housed the wood crews, while small shanties - like those above - housed skilled workers.
introduction of camp trains ended the use of bunk houses, but the use of small shanties to house skiled workers - such as the filer (who kept the saws and axes sharp) - continued untir the mil's closure in June 1960.

\section*{References}

Further investigation of Cass rail-logging and West Vrginia lumbering in general is available via the following publications on sale at outlets adjacent to the CSAR depot

On Beyond Leatherbark: The Cass Saga by Roy E. Clarkson; McClain Publishing Co., Parsons; 2nd printing, 1994
Logging South Cheat The History of the Snowshoe Lands by George Deike, Cass; 2nd printing, 1993
West Virginia Logging Railroads by Bill Warden; TLC Publishing Co., Lynchburg, Va., 1993
Tumult On The Mountains: Lumbering in West Virginia, 1770.1920 by Roy B, Clarkson; McClain Publishing Co., Parsons; 9th printing, 1992 The Log Train. Mountain State Railroad \& Logging Historical Association's quarterly journal has published a vast array of material for over 12 years. Back issues are handled by Country Craft Junction.

High-line Aerial Skidding


With tower standing 96 feet above its base, Meadow River No. 1 was the largest 'portable high steel spar skid der' to operate in the East. Here, it is working a set northeast of Anjean in June 1956, To the rear is a 'lowside' coal tender and the company's diesel log loader - which is spotted for fuel resupply.

Photo by Wally Johnson, MSR\&LHA 1993 Calendar
Introduced on the Cass logging job by West Virginia Pulp and Paper Co., 'portable high steel spar' (tower) skidders initially reached timber that was inaccessible to horse teams (due to terrain and/or distance). Five second-hand steam skidders were acquired by WVP\&PCo between 1922 and 1928. Skidding became the primary means of moving logs to rail loading sites after Mower Lumber acquired the operation in 1942. The final 'set' was located at Old Spruce, after depleting timber atop Bald Knob in June 1960.
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In a Cass-related skidder diagram, a 'trip of logs' is en route to the railroad landing from the tail tree. Meadow River No. 1, the display's skidder, was capable of bringing in logs at a minimum of 50 feet off the ground from up to 3,000 feet away.

From Logging South Cheat: The History of the Snowshoe Lands by George Deike

\section*{Cass: Where History Comes Alive! Whittaker Camp No. 1}


After serving for 32 years in the woods of Greenbrier County, this Meadow River Lumber Co. diesel \(\log\) oader - shown here with the job's Shay No. 5 neai Anjean, c. 1955 - is now one of six pieces of rail-logging equipment at CSRR's Whittaker Camp No. 1.

Photo by Bernard J. Kern, MSRLHA 1993 Calendar
Whittaker Camp No.1, new for 1996, compliments your memorable steam-powered ride over a former logging railroad with a glimpse into the heart of the matter - the high-volume timbering which spawned the once-immense rail operation (at its peak more than 130 miles of mainline and woods spur track).
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Cass Scenic Railroad State Park Cass, West Virginia

Celebrating the 59-year lumbering heritage of the Cass Scenic Railroad, 1901-1960

The lattor-ara camp trains


Harsh condicoss are exemplified by this scene, c. 1950. Phots by Bruce Crickard. George Deike Collection
in 1945, oter more than 40 years of occupying twostory bunchouse quarters, rugged 'woodhicks' working on the Cass job found themselves adapting to a new form of accommodations. Soon after Mower Uumber Company bought out the Cass operation, fred Weber - the new general manager - instituted camp trains to cut expenses. Weber came from Meodow Rver Lumber Company, based in Rainelle, Greenbrier County, where this housing practice had been instituted in the early 1930s.
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The last original camp car, No. 419, now a combined lobby/bunk rendering, joins a facsimile created in 1980 and displayed as a combined kitchen/dining car.


Evening mealfime at a Mower camp, c. 1948.
Phil Bogdon Collection

In brief: The Whittaker Camp No. 1 Display


> Whittaker Comp No. 1 is an on-going propect which privale financial support has involved thousands of volunteer hours by members of the Cass-based Mountain State Railroad \& Logging Historical Association.

> Interpretive services are provided in affiliation with the West Virginia University Department of History's Public History Program

> For information about Mountain State Railroad \& Logging Historical Assoc please write P.O. Box 89 Cass, WV 24927.

\section*{Rail Equipment Roster}

Kitchen/Dining Car (4), Built from one of the remaining Cass logging flatcars, this is an adaptation of the kitchen and dining cars of Mower Lumber Co. camp trains.
Camp Car No. 419 (5). A former West Virginia Pulp \& Paper Co. logging flat fabricated into a bunk car by Mower Lumber Co.'s Cass shop in early 1945, No. 419 was part of the last camp train in 1960. Its side door was added in 1969 while serving as CSRR's 'sand house.'
Diesel Log Loader (6a). Built in 1939 by Meadow River Lumber Co.'s shop in Rainelle, this large, powerful 'long tree' device was active until 1970; it came to Cass in 1972.

Skeleton Steel Log Car (6b). One of 24 such cars donated to CSRR in 1972, Meadow River Lumber 'B-12' now carries the log loader. Many of the current excursion cars were built from these MRLbrCo steel skeleton log cars.
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Skidder Tender (10). A representative coal-supply car for the skidder is slated to be installed here in the near future
Wood Logging Flatcar. There were over 200 of these \(40-\) foot flats used at Cass by West Virginia Pulp \& Paper during the lumbering heyday. Part of the original CSRR excursion train and the only extant 'native' log car, it is currently spotted on the old company store siding lead in Cass awaiting restoration by MSR\&LHA volunteers.
frams

\section*{The Dead Line}

Today's dead line track came into existence in 1973 when the coaling siding was extended. The upper end of the track now used for


Phow br Malo bogdon The lanest pack program offering is the Top Of The Moming Tour Aher vaiting the repair shops, visitors Towe the coocinity to watch trains being pre fured Since 1983 , this time of day has been a antrite among raitans Representat Heisler No. 6 acton, locmer Meadow River bark in 1971.
 Now in its seventh year, the Cass Town Walk's popJlarty cortinues to grow. This seasor's guide, Philip Bagdon, was bitten by the Cass history bug back in 1965 on his second visit to the CSRR and has been deciphering myth from reality ever since; his grasp di the 'true history' is both insightful and entertaining. The tour is based on personal research, without reference to previous town walk presentations.

Statement of Policy Regarding the Equal Opportunity To Use Facilities and Participate In Programs
II is the polloy of the West Virginia Division of Natural Resources to provide ifs faclities, occommodations, services and progroms bo ol persons without regard to sex, race, color, age, religion, national origin, or disobility. Proper licenses, registration and compliance with official rules and regulations ore the only sources of restrictions for fodity use or program participation
The Viest Virginio Division of Natural Resources is an equal opporlunity employer.

\section*{Whittaker Camp No. 1}

\section*{New at Whittaker Station}


Above: Winter Cheat Mountain log camp scene, c. 1950 Abolow: Dinner at a Mower Lumber Company camp.


Despite losing operation on the upper half of the Cass Hill to January's flood Iresumption of service to Bald Knob is expected in October), there is still a memorable ride awaiting you on the CSRR - to Whittaker Station, site of he new Whittaker Camp No. 1 display. Rail equipment and structures representing various facets of West Virginia ogging can now be inspected during the 20 -minute stop. An interpreter leads tours Monday through Friday of the camp cars and shanties, diesel loader, 4 -wheel caboose and steam-powered Lidgerwood tower skidder. Whittaker Camp No. 1 is an on-going project which has involved thousands of volunteer hours by members of the Mountain State Railroad and Logging Historical Association, a non-profit organization based in Cass


\section*{This Week At Cass}


Free Supplementary Programs of Cass Scenic Railroad State Park August 5-11, 1996

\section*{Get behind the scenes with steam}

Explore an old lumber mill town

\section*{Top Of The Morning Tour}
eap daily excopt Thess, Wed
Moot at the dignot for this ro-minute, f-mile walking our ithar shoes that you dor't mind getting wet taim morning dew:
team about the Cass lumber mill, once one of the state's mast productive double bandsaw and planing mill focllies as second boat' to the logging operafions primary charge of fumishing spruce pulpwood Continuing to the yord, we watch Shays being prepored and discuss their fascinating design. Moving on to the dead line, we look at a Heisler and Climax locomotive, then compare these geared engines whth two Shays and a rod engine.
Ather peaking inside the car shop, we enter a world of gearhead delight. No two days are the same inside our main repair facility.
Presently, 162 -ton monster Shay. "Big 6" (ex-Western Maryiand is undergoing final assembly affer heavy shopping. Besides pausing to watch the work on No. - 6. we inspect original 1905 Cass Shay, No. 5, and the shop's machining bay.
Viewing the day's active power come to life and switch the yard rounds out the four.

\section*{Behind-the-scenes Shop Tour, P.M.}

1:45-Mon, Thurs
For those unable to 'early-bird-it' (see above), this 55 -minute walk is a repeat program, except there are no steamin', smokin' Shays. The tour is limited to 15 park visitors, so please sign up at the ticket office.

Cass Town Walk
1:10*- Sun, Fri, Sat 3:10* - Saturday 5:05** Mon, Thurs, Fri, Sun Meet on the Cass Country Store steps 30 -minute, halfmile swing through the old company town built between 1902 and 1908.
Cass was the headquarters and focus of one of the largest lumbering operations in the state. Learn about this isolated industrial town's history, view its prominent structures, and hear about what life was like here \(80+\) years ago. A tour brochure is provided for supplementary information about Old Cass and the park's on-going rennovation of the former company town, placed in 1981 on the National Registry of Historical Places.
* These tours coincide with the Cass Showcase program's conclusion and are thus subject to a 5-10 minute delay whenever a train returns late; kindly wait for your guide on the Cass Country Store porch.


Every-other Saturday this season, long out of service Shay No. 7 is back in steam - at least on screen in the Cass Scenic Railroad Early Years slide show. (P. Bagdon photo, 1968)

\section*{Cass Scenic Railroad Early Years}

7:30 p.m. -Saturday
Meet in the Cass Community Center (Front Street) for this 60 -minute slideshow featuring 1964-69 period images by the late Vincent Bagdon; other views, narration by Phil Bagdon.
Celebrating long-gone views which made the CSRR so special during its first decade, this program investigates a rather unsung aspect of rail-related history. Journey back to the 1964-75 period and see the original equipment, old shop, intact mill, Shay

No.7, Mower Lumber camp train cars, and more.

There will be no programs on Tuesday and Wednesday, August 6-7

\section*{Cass Interpretive Programming}

West Virginia Parks have traditionally offered exceptional programs by seasonal naturalists. The Cass Scenic Railroad and the old mill town - historic subjects that they are - call for a different spin. Philip Bagdon is CSRR State Park's Seasonal Historian. A devotee of Cass history for over 30 years, Phil has contributed his extensive research to several publications and archives. In 1976, while interviewing old-timers associated with the logging and railroad era, he resided in Cass and served as a CSRR train commentator.
?

At the fime of this 'company photo' in 1923, the second Cass umber mill idecidedly highlech for is eral had just been completed and was operating 11 hours doily except Sunday.

This pholo and lop right from logging South Cheat the Ifistary of the snowstoe lands by George Deike



Whittaker Camp No. 1
Now at Whittaker Station


Winter Cheat Mountain log camp scene, about 1950


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Diesel log loader at work near Anjean Greenbrier County, in 1955 for the Meadow River Lumber Co.
Photo by Bernard Kern Couttesy Eric Mundy ourtesy Eric Mundy, 1903 Calendar 1993 Calendar


\section*{This Week At Cass}


Free Supplementary Programs Cass Scenic Railroad State Park August 19-25, 1996

\section*{Get behind the scenos with steam}

Top of The Morning Tour
gala dall awnor Timesdry and Wednesciay
Aloet ar the dopot tor this TS-minute. f-mile walking tow ither shows that your don't mind getting wet form mevning den
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1:15*- Wed, Thur, Fri, Sun 4-10-Saturday 5:10*- Mon, Wed, Thurs, Sun Meet on the Cass Country Store steps for a 40 -minute, half-mile swing through the old company town.

Cass was the headquarters and focus of one of the larges umbering operations in the state. Learn about this isolated industrial town's history view its prominent structures, and hear about what life was like here \(80+\) years ago during the boom period. -These tours coincide with the Cass Showcase program's conclusion and are thus subject to a 5-10 minute delay whenever a train returns late; kindly wait for your guide on the Cass Country Store porch.


\section*{About the cover}

This gorgeous piece of art appeared for four years as the cover of the park's brochure, beginning in 1964 Technically accurate to the point of intriguing hardcore gearheads, if depicts the front end business side of Shay No. 5, one of the three surviving original locomotives to work here and the oldest (built for West Virginia Spruce Lumber Co.'s Greenbrier \& Elk Railroad in 1905)


South end of Uptown: Main Street, 1908

\section*{Cass Scenic Railroad Early Years}

\section*{7:00 -Saturday}

Meet in the Cass Community Center (on Front Street) for this 60-minute slide presentation featuring images by the late Vincent Bagdon; other views and narration by Phil Bagdon.
Celebrating long-gone views which made the CSRR so special during its first decade, this program investigates a rather unsung aspect of rail-related history. Journey back to the 1964-75 period and see the original equipment, old shop, intact mill, Shay No. 7, Mower Lumber camp train cars, and more.

There will be no programs on Tuesday and Wednesday, August 20-21

\section*{Cass Interpretive Programming}

West Virginia State Parks have traditionally offered exceptional programs by seasonal naturalists. The Cass Scenic Railroad and the old mill town - historic subjects that they are - call for a different spin. Philip Bagdon is CSRR State Park's Seasona Historian. A devotee of Cass history for over 30 years, Phil has contributed his extensive research to several publications and archives. In 1976, while interviewing old-timers associated with the logging and railroad era, he resided in Cass and served as a CSRR train commentator

At the time of this 1923 'compdoy photo,' the second lumber mill complex (decidedly highech for its eral had just been completed and was operating Il hours daily except Sunday.

This photo and top right from logging south Cheot The History of the Snowshoe lands by Gexrge Deike



\section*{ anintar Cow}

\section*{Cars it Te inhmek Garp Nor \(t\) Display} Mowe Canp Cor Ne. 412. A Mictlefown wood, truss nas tition ampuind ty Whes Strighia Pups 8 Paper Co or by halt swive around targ) taboccated into a bunk tiv iy Mow lumber's shop in early 1945. No. 419 was put of the lat camp train in 1960 . its side door was matint in topet anle swing as CSAR's 'sand house.'
Fabitatad Campe Train Cor. Mower log flat No. 110 which asilict the Amencan log loader for several years *epirring in t370 was used for this rendering, built in tep eary theor for the original camp train display.
Sexipton Steel Log Car. One of 24 such cars donated is CSAP in 1972 , Meadow River Lumber 'B-12' now aneve the Diesel log loader at Whittaker Camp No. 1.
as-foot Sveel Flatcar. Reportedly acquired C. 1957 by Sufsio Creek \(s\) Gauley R.A. from Cherry River Boom S Lumber was one of several cars donated by Pittston Coal Ca. in 1970 . For almost 20 years it served as a dosad plattorm excursion car before being retired indtead of convertion of wheels to roller bearing.

Four-wheel Caboose. Buil in the 1880s and believed lo se of Coal 5 Coke or Baltimore \& Ohio ancestry, this bobber' mode the rear of log trains out of Swandale Clay County) for Ek River Coal \& Lumber and suces sors - WM Ritter Lumber and Georgia-Pacific Corp Donated in 1964 by G-P. Used on railfan charters for several years, originally rostered as No. 8 .

Diesel Log Loader. Built by Meadow River Lumber Co's thog in 1939. This beety 'long tree' device was active untl 1970; it came to Cass in 1972.

Lidgerwood Sikidder. Homebuilt from Lidgerwood parts by Meadow River Lumber Co. in 1944. Its service ended when it falled boiler inspection in 1966; it came 10 Cass sx years later. Double-heading Shays brought the Lidgerwood to Whittaker in 1993.

Sources other than personal research: Anie Bardey, George Deike, Danny Seldomridge, Bud Cossel, John Cassell, Red McMillion Darren Seldomridge, Wayne Cassell, Rex Cassell Richard Sparks, John Killoran, George Fizer


Ex-Mower
umber Co Lumber Co
kitchen car kitchon ca
No. 417 on No, upper shop lead,
August 1968. August 1968 .

Cars Dismantled or Destroyed (continued from inside)

Mower Lumber log flats (2). No. 127 and another car (number unknown) were dismantled in 1970.
Wood Comblne. Buffalo Creek \& Gauley X-15 (kitchen and dining car for worktrains); donated by Pittston Coal Co, in 1967; elegant 1880 s-era car which lost its roof and rotted down; remains of the car (partially burned) sit on the upper end of the Greenbrier dead line.
Steel Combine. Buffalo Creek \& Gauley X-16; formerly Pennsylvania \& Reading Seashore Lines; porthole windows and open vestibule; acquired 1970; scrapped 1973
Steel Baggage Car. Buffalo Creek \& Gauley X-17; same origins/style as X-16; acquired 1970, scrapped 1973.
50-ton A.A.R. Steel Hopper. Buffalo Creek \& Gauley acquired 1970, scrapped 1972.
Worktrain water car. B\&O X-1023, a steam tender mounted on a 40-foot steel flat; arrived 1966, scrapped 1972.
Steel Gondola. Chesapeake \& Ohio No. 29264 (ex-Hocking Valley); acquired in 1970, scrapped in 1972.

\section*{Cars Disposed To Other Railroads}

Steel combine. Baltimore \& Ohio branchline model; last used in worktrain service as car X-4072; acquired in 1967 (brought back from Strawberry Festival in Buckhannon); conveyed to the Hocking Valley Scenic R.R. in 1972.
Hospital Cars. An undetermined number of these U.S. Army cars (12?), previously used on the Greenbrier River excursions from Cass to Ronceverte, were brought in by the local freight in 1976 and stored on the C\&O siding above the water tower (today's Greenbrier deadline spur); removed prior to the C\&O's closure in 1978
Mystery C\&O Coaches. (3) Donated possibly as early as 1962 for use on the excursion railroad (they would not take the curves but they were free!); branchline-style coaches, not heavy weight; disposed during 1965.

\section*{Cass Scenic Railroad \\ Equipment Roster (All-time)}
by Philip Bagdon
Seasonal Historian, 1996 Cass Scenic Railroad State Park


All photos by Philip V. Bagdon Open Platform No. 5 was one of eight first-generation excur. sion cars built from Mower Lumber flats; here in August 1968, it's part of the Bald Knob consist.

\section*{Excursion Car Fleet}
(There are 15 available excursion cars in 1996)
No. 1. Standard Closed Platiorm. Converted from one of the four Swandale logging flats in 1970 into Bald Knob 'cinder car (originally No. 12); received a roof in 1993.
Nos. 2-4. Bald Knob All-weather. Built from ex-Elk River Coal \& Lumber steel logging flats in 1967 as Nos. 13-15; renumbered in 1988.
Nos. 5-8, 11-13, 15. 'Second-generation' Closed Platform. Former Meadow River Lumber B-series skeleton log cars,
Nos. 9, 14. End Units. B\&O cabooses - 30 -foot wood, steel frame, acquired by Buffalo Creek \& Gauley (C-111 and C-119). Donated by Pittston Coal in 1970. Lettering as they came to CSRR: C-111 for BC\&G, C-119 for B\&O). Retained original numbers until 1988.
No. 10. Open Platform. Former Meadow River B-series skeleton log car. The last of the "cinder cars."

\section*{Cabooses}

Chesapeake \& Ohlo 90788. Standard wood model (reportedly 1926-type) donated in 1966.
Meadow River Lumber 3. Standard C\&O wood (1924); Meadow River Lumber Co., Rainelle (served one the last \(\log\) train in W.Va.; donated by Georgia-Pacific in 1972; received top-to-bottom repair in 1996.


\section*{ \\ mav}
bay Cars
 soct iff foner kshat mood hah whed at Cass by West

 Fut of hit imphos evorsion man (Ciosed Plattorm No. 3) wine for why setust Case lieg oas, 3 is currmey spotted on Bur iut nimyery suve liead in Cass mealing festoration.
Wewiou Ifluer Bearise sheletons ( 13 including Whittaker Wewiow ifuer Suerise skiletons ( 13 including Whittaker
Cieny




 fiee emnhion own for 7 cans converted for excursion sersera. Tistry. B it and \(3-30\) are are seil used in railtan charter waviar for log tain fundering:. Car B-10 has carried the Amatron ing liseder since the earfy 1980s; B-12 is part of His Whithatier Camp No. 1 display, B-14 has carried the Climes bolier since it artived from Canada. Nine additional birt wers movkered trough the arnyy of rolling stock on the Giwertotier Sest ine.
Mewdow River E-series (2). These skeleton-style adaptafions - E.31, E-12 - began service at Meadow River lumber Co. an ex-C30 Fatcars used as spacer cars (britwenn oversize long tree' loadout). Research shows Piat hers wws at lisat three E-series cars at MRLbrCo. The pari carte in the 1972 group from Georgia-Pacific (see abovel, ofgnaly stored at the Frank tannery and have never been in service here; on Greenbrier dead line.

\section*{Freight Cars}

Single dome oll tank cars (2). CSRX 219 and 220; donatet by Pennasil Oi, Charieston in 1972; used off-road until 1978 shipping oil for Shays 2 and 3; placed out-of-service upon the and of Nio. Jis operation here in 1993.
Single dome chemical car. WVAX318; acquired as U.S. Nevvy surplus by South Branch Valley, used for diesel fuel storager, thipped to Cass in 10-85; may be cleaned out and used as a utility water supply car.
Navy Boxcars (6). Standard 40 -foot steel cars, all formerly United States Nary Bureau of Ordinance (St. Juliens Creek NAD) boxcars. Two carne vie the South Branch Valley R.R. in 1978; four additional cars were shipped in the

Euling stock movervent of \(10-\)-a5, in Cass yard are: BBVR 40 (Doilt 11-42), BeVA 220, and on in NAO lattering with andientiatie number. Boxcars on the Greentrier dead line me USN (bi, Juliens Creek) No, 61-0037 and 61-08362 Navy Flatcars (3). Two these 40 -foot steel 'fishbellies' cOB' and OCY) are active in worktrain sifuations (cribbing during May 1990, ete.); they are also occasionally masquerade as logoing flats during railtan charters. Car "OD" sits on the
Cass yard dead line with rotted deck. Cass yard dead line with rotted deck.

\section*{Passenger Cars}

Dining Car. Chesapeake \& Ohio "Fraunces Tavern"; bought Dining Car. Chesapeake \& Ohio Kane in 1964 and installed on the old C\&O house by Jack Kane in 1964 and installed on the old C\&O house
track for operation as the Shay Inn; after the fast-food restaurant closed, became the Park Superintendent's office. Dining Car. Chesapeake \& Ohio "Stuart House"; brought in by Jack Kane as addition to his Shay Inn around 1967; used as part of consist of Cass-Durbin excursions; since 1985 has served as storage space.
Commuter Cars. (3) No. 960, No. [?], and No. 81 "Romney"; all reportedly former Central of New Jersey R.R. No. 960 and No. [?] came to Cass from the South Branch Valley R.R. in 1982 (picked up from Durbin the same time as the BL-2). No. 81 "Romney" ("yellow car") was part of the October 1985 equipment shipment off the SBVRR. All used in 1984 and 1985 on the Cass-to-Durbin excursions. No. 960 was modified for excursion service sans windows, with a single twosided bench extending the length of its interior.
Baggage Car. Norfolk \& Western Ry. Baggage and Railway Express; acquired by South Branch Valley (No. 6 'Fredon'); came to Cass in the equipment shipment of October 1985.

\section*{Other Railroad Equipment}

American Log Loader. Originally steam-powered, built by the American Hoist Co. of St. Paul, Minn., for Elk River Coal \& Lumber Co., Swandale, Clay County. Converted to diesel, date unknown. Later served ERC\&LCo's successors, W.M. Ritter Lumber Co. and Georgia-Pacific Corp. Donated in 1967 by G-P; trucked to Cass and placed on the exERC\&L flat which would become CSRR Open Platform No. 1 in 1970 (see above); for years loader sat atop ex-Mower flat car No. 110 before being moved to its present host car, ex-Meadow River skeleton B-10. Still used in work train situations (May 1996 cribbing and September 1996 tree-fall).
75-ton Steam Wrecking Crane. Industrial Brownhoist 75 ton, self-propelled model built for foreign military service; Government surplus, never operated except for boiler test; acquired Spring 1979; Heisler No. 6 ran to Durbin over the closed C\&O Greenbrier line to pick it up at Durbin.
C\&O KItchen Car No. X-999678. Work train cook car with sleeping quarters at one end. Acquired by South Branch Valley R.R.; later shipped to Cass in October 1985. Rusted and in bad condition on the Greenbrier dead line.


Buffalo Creak \& Gauley work dining car No. X-15, 8-67

\section*{Cars With Questionable Futures}

CSRR Closed Platform Nos. 106 and 107. Reportedly acquired by Buffalo Creek \& Gauley R.R. From Cherry River Boom \& Lumber in the late 1950s. Donated by Pittston Coal Co. in 1970. For almost two decades they served as excursion cars before being retired instead of conversion of trucks to roller bearing.
CSRR Closed Platform No. 110. One of two exChesapeake \& Ohio gondolas donated by Pittston Coal Co. in 1970 (operated by Buffalo Creek \& Gauley in C\&O lettering); car frame was rusted.
Canadlan National Caboose. Wooden with end cupola. Known to be formerly owned by a railfan; shipped from the South Branch Valley in October 1985.

\section*{Cars Dismantled or Destroyed}

Original excursion cars. In 1974 there were three of eight original CSRR cars still available for service: Closed Platforms Nos. 3 and 22 (originally No. 2), and Open Platform No. 10. That year, retired cars were: Open Platforms No. 1 (railings and bench still on car), No. 5 (railings and platforms removed, parts stored on deck), No. 6 (formerly operated with tool box and no benches, railings intact; shop equipment stored on deck; by 1976 railings had been removed), No. 7 (railings removed, parts stored on deck); Closed Platform No. 4 (sides, top and platform removed in 1972; destroyed by 1976). Today, all but two of the surviving cars are are unrecoverable (numbers are unidentifiable) on the Greenbrier dead line spur. Open Platform No. 10 (which served between 1944 and 1960 as a Mower bunk car, converted for excursion service in 1965; still available as a standby car in 1976) has rotted to the ground on the upper end of the Cass Yard car siding.
Mower Lumber Bunk Car No. 418. Restored by 1967 and operated on railfan charters; neglect eventually rotted the car beyond recovery; destroyed around 1977.
Mower Lumber Kitchen Car No. 417. Never operated on CSRR but in good condition into the 1970s. Like No. 418 , rotted away and was finally destroyed around 1977.

Continued on back panel
9.00 dally except Tuesclay and wveonesony

Meel af the depot for this 75 -minute, \(1-\) mile walking
tour. Wear shoes that you don't mind getting wet from marning dew

4:10-Saturday 5:10* - Mon, Wed, Thurs, Sun Meet on the Cass Country Store steps for a 40-minute, Store steps
half-mile swing through the


\section*{Sources other than personal research:} Artie Barkey, George Deike, Danny Seldomridge, Bud Cassell, Darren Seldomridge, John Cassell, Wame Cassell, Rex Cassell, Richard Sparks, John Killoran, George Fizer


Disposed To Other Railroads and Sites (continued from inside)
Porter 0-4-0T No. 714. H.K. Porter Co., 1950 (c/n 8234); built for the U.S. Federal Security Agency for operation at St. Elizabeth's Hospital, Washington, D.C. (No. 4); in 1958 transferred to inventory of Department of Health, Education and Welfare, then (sometime between 1965 and 1967) moved from St. Elizabeth's to the U.S. Army Transportation Corps at Ft. Eustis, Va. (No. 714); came to Cass as government surplus in 10-1972; never in steam here; shipped in 1981 to Baltimore \& Ohio Railroad Museum as part of the trade for Shay No. 6; reportedly being repaired for service around the museum yard in Baltimore.
GM-EMD BL-2 No. 7172. Diesel-electric road switcher built for the Western Maryland in 1948. Donated to CSRR in 1982; used on railfan charters on the Greenbrier in the early 1980s; shipped to South Branch Valley R.R. via the CSX connection at Spruce in 1991; plans call for the unit to be restored and operated.

\section*{Locomotive Scrapped}

Shay No. 6 (c/n 1907, 1907). 65-tons*; built for Lewisburg \& Ronceverte R.R.; acquired by Greenbrier, Cheat \& Elk (Cass) in 1913, rostered as No. 6 (2nd); sold by Mower Lumber Co. in 1946 to Borgman Brothers for their Premar Coal Co.; originally used at No. 6, Monitor No. 1 Mine, West End (Tunnelton), then moved to Monitor No. 4 at Austen, After mine's closure, the enginehouse fell in on No. 6 ; severely damage. With sale price of \(\$ 1,000\), examined by CSRR and Bear Creek Junction R.R., but passed by due to location and engine condition. it was reported to be scrapped at the mine site in the summer of 1969, with parts scrapped at the mine site in the summer of to be sold to the Graham Couunty R.R.-Bear Creek Junction to be sold to the Graham Couunty R.R.-Bear Creek bunction
R.R. at Robbinsville, N.C. Eventually acquired by Dave R.R. at Robbinsville, N.C. Eventually acquired by Dave Corbert and moved to a loading point along the old Baltimore \& Ohio at Tunnelton; a coal train derailment all but destroyed it; finally acquired by CSRR and shipped in gondolas, arriving in 1978 (last incoming equipment brought in by the C\&O before closure. Scrapped in 1980; cylin
cars up the Greenbrier deadline spur.

\section*{Cass Scenic Roilroad}

\section*{Locomotive Roster}

\section*{(All-time)}
by Philip Bagdon
Seasonal Historian, 1996 Cass Scenic Railroad State Park


Shay No. 7 (ex-Meadow River Lumber), August 1968
All photos by Philip V. Bagdon

\section*{Active and Shopped Power}

Shay No. 2 (o/n 3320, 1928). Pacific Coast Model - 96 tons*: superheated; the only PC built as a wood-bumer logic influenced its conversion to oil before operation in British Columbie as Mayo Lumber Co. No. 4; then Lake Logging Co., Ltd. No. 5, Westem Forest Industries No. 5 , Logging Railway Appliance Research (Vancouver Wharts Limited) No. 114; acquired in 1970; made its debut in May 1972; grates converted for coal buming in 1984.
Shay No. 4 (c/n 3189,1922 ). 70 -tons*; originally Birch Valley Lumber Co. No. 5, Tioga (Nicholas County); involved in a runaway wreck which scalded four men to death in 1941; rebuilt at Cherry River Boorn \& Lumber Co. shops in Richwood; acquired in 1943 by Mower Lumber Co.; it was not only the last logging Shay here, but also the first road engine of the Cass Scenic R.R.; in 1993 a thorough shopping was completed.

Continued inside
- Factory designations. Engine weigh more in operating condition (coal, water, tools, etc.).

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 werwey Shey liors to cylmang wore cracked in the
 Wis. atior mpow, is was put iets torvice three years later: aimpolly nit of semikis her a hoe anest melacement, it wil lie Jws in vavios har May Ruilfan Week und
Sike limel hes of lian 3054, 1945). Uma class 150-3 wimpimpuriet, the liat and record largest Shay built plans if Thint ks 17 in ins orighal, 154 -tsn* 3 -truck form) What and as thurdulional design worked the Western Merplanter Chuthes Branch fosal spur out of Vindex, Md with a In niling pachel her only a few years; displayed in lartimes at to B.so Ralinsad Museum for over 25 years Autios mming hare in 1380 in a liong-term trade for Shay Sn 1 mes Parme 0-60T Nio. 714), in 1981, operated for the fres lime in it patry und sparingly until service on the Cass Outim Rum (r984-35) extensive shopping removed it frum fue mather for two full operating seasons; reassembled Big 5 usurt pett of Augatt on the upper shop track for fina paiefinge fires up and sested on 9.21 and 9.24 (first run up mosmaint: 7 wit inn tis falt, at least periodically.

\section*{Our of Service Steam Power}

Mwilat Mo. 6 (ch 1591, 1929). 90 lons"; one of the largest urits tutshocoed by Heitler of Erie, Pa.; originally served Sostania Coal and Clay Products of New Bethlehern, Pa.,


Hewler No. 6 (8x. Moadow River Lumber), Auguat 1967
 wwil k木e servian on flati Knots inawg power in 1968 and


Shey No. 7 (oh 3131,1920 ), 70 Ions'; Nist used by Paine mivat to the Alaine tamily's Grent County); in 1930 Moadow Aiver Aumber Colyls Grasnbrier County job tosi and entered service the next year because of awar in Tos4 and entered service the next year; because of a boile
protiem, hasn't run since 1970 .

Climax No. 9 (S/n 1651, 1919). 70 tons*; built by Climax Locomotive Works, Corry, Pa., for the Moore-Keppel Co Aandolph County) and last used to pull coal on the Middle Fork Railroad; arrived here (1970) in ragged shape; a new boiler found in Canada combines with the shop force's longrunning interest in tackling this project to make the future brighter than might be expected from its derelict appearance: if everything goes well, it may be on the road in 1998.
Shay No. 36 (c/n 2804, 1916). 70 tons*; built for an Alabama logging enterprise; spent about two decades in West Virginia - first with Raleigh Lumber Co. (Glen Morgan), then W.M Ritter Lumber Co. (Oxley and Maben); in 1942, moved by Ritter to New River, Tennessee where it later hauled coal as Brimstone Railroad No. 36 (predecessor in 1965 was Brimstone \& New River); to Tennessee Valley Railroad Museum in 1967, then acquired by railfan George Kadelek who arranged its move here in 1987; purchased in 1994; it has a good boiler but because of size and age, likely to remain on the dead line for some time

Baldwin Rod Loco No. 612 (c/n 69858, 1943). Built for the U.S. Army Transportation Corp and operated at Fort Eustis, Va. as the 'Johnny D. Burruss' until 1971; this 2-8-0 'Consolidation' has never run here - until the 1985 flood which ended Durbin Runs, it was ideal candidate as the water level route's future power

\section*{Diesel-electric Units}

No. 20. General Electric 45 -ton switcher built in 1941 for the U.S. Navy; acquired as surplus in 1978; first 'shop goat'; ou of service since 1988.
No. 34. G.E. 65-ton switcher. U.S. Navy; acquired as government surplus, shipped from South Branch Valley R.R. in 10-85; used for a few years as a 'shop goat'; out of service since 1995
Nos. 16 and 17. Alco S4. Built for Baltimore \& Ohio acquired by South Branch Valley R.R.; shipped to Cass in 10-85; never operated.
Nos. 26 and 27. GM-EMD MRS-1 foreign service road switchers; U.S. Army Transportation Corp., Fort Eustis, Va. delivered to CSRR in July 1976 with hospital cars (were there three?), subsequently moved to South Branch Valley A.R. before the C\&O closure in 1978; returned to Cass in the movement from SBVRR originating of 10-85.


Disposed To Other Railroads and Sites Shay No. 1. (cin 1519, 1905). 65 tons; bult for G,w Huntiey Lumber Co., Ronceverte; the same year sold to Flint, Erving and Stoner Lumber Co. Thornwood, then to North Fork Lumber Co., Nottingham; acquired by the Greenbrier, Cheat \& Elk in 1915 in a deal involving the trade of original Cass Shay No. 1 ( 42 -ton, two-truck \({ }^{\circ}\) Old Bamey"); distinctive in its 1957 paint job (Chinese Red cab and tender, dark green boiler jacket); on standby at the time of the 1960 closure; worn wheel-flanges kept it out of service after use as pusher engine in 1963; conveyed in 1980 to Baltimore \& Ohio Railroad Museum as part of the trade for WMRy No, 6; on static display.

Shay No. 3. 80 tons, c/n 3233, built Lima 9-28-23 for Hofius Steel \& Equipment Co. (Lima's dealer in Seattle; sold to Independence Logging Co., Independence, Wash., then Mount Emily Lumber Co. (No. 1), LaGrange, Ore.; donated to Oregon Historical Society; in 1970 leased to CSRR for 20 years; retumed in 1993; in operation on the City of Prineville Railroad, Prineville, Ore.

\section*{Continued on back panel}


Porter 0.4-0 Tank Locomotive (ex-U.S. Army), March 1975.


\section*{CASS HOMECOMING 1998 11th Annual}

The communily of Cass wicomes you to our I ith annual homecoming celebration People of all ages have joined in the fun in the past years, and we have worked hard to conhinue this tradition.

This "down home" good lime is supported entirely by donations and the effort of all volunteer commilte Your suggestions and ocntibutitons are greatly apprecitreted.

\section*{THANKS}

We would like to thank all of the business and individuals for their contributions and support.

\section*{CONTACTS \& COMMENTS}

Any suggestions and ocmments can be referred to any member of our ocmmiltee: Darrell Turner - Preisident
Katrina Defibaugh - Treasure Calhy Ribble - Secrełary Terry Ribble Lefty Meeks Dan Defibaugh Wanda Hallerman Stan Beafore Dave McMillion Lisa Hubbert Gail Vanderander Joe Warder Tonya Warder Brenda Thomas Mary Perkins


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1-800-336-7009

IITII ANNUAL CASS HOMECOMING 1998

AGENDA
June 24 - June 28
June 24
Pagent for Prince \& Princes 7:00pm Cass Fire Hall (age's 5-8)

June \(25 \quad\) Prize Games Free for all ages 7:30pm
Community Center (Donations excepted)
June 26
The Great Cake Walk 7:30pm
Community Center Parking Lot or Fire House in case of rain.
June 27
Registration
10:00am -3pm Fire House
** You must register to receive a dinner ticket**
Start the day of fun for the young and the young at heart
Located at the Fire House
Pet Show 10:00am
With small household deomestic pets
Games
10:00am
Dunking Booth, Fish Pond, Egg Toss, Egg \& Spoon Relay, Water Balloons Shoe Race, Water melon Eatin Contest, Watermelon Seed Spitting Contest



\section*{-Cass Scenic Railroad Memory}
by Sheriff Gisen
Pop Good, Leonard
time of day by the way they Lumber Company, George blowed the whistle on

Lumber Company, George
Gum. Web Hollifield, the

\section*{Camden-on-Gauley, Web-} ster Springs and all across
rattles in its efforts to build up pressure steam, and

For \(\$ 1.00\) you get more information about Climax, Hysler and Rod Steam Eneines and Lumber Companies of early WV and 20th century, than a Searr Reebuck catalog contains.

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Youth and C.C.C.'s ............ Page 9
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Gauley, the Campleelis of Tioga, and Birch Valley Lumber Company, as well as Pardee-Curtin Lumber Company of Webster County. The WV Midland County, The Wilroad out of Webster Railroad out of Webster
Springs with George Springs with George
Jackson as depot agent, Jackson as depot agent,
Warrick Gum as engineer and Porter Cochran as conductor on the daily passenger train out of passenger train out of
Webster Springs meeting the passenger train out of Richwood on its way to Clarksburg; the people gathered at the depots at Holly Junction, Cowen, into the air, it puffs and

\section*{The West Virginia Midland Railroad}

May 6, 1965
For those who love trains such as the old Shay and Climax and those who knew the West Virginia Midland in its heyday of busy passenger and freight traffic, it's still easy to walk along the old right of way up and down Holly River on a misty night and imagine hearing an engine whistle or a signal echoing down from the years that are long gone. As the years go on, fact and fiction blend into one indispensible mass of pleasant memories of chugging engines, neatly kopt passenger cars, the familiar "all 'aboard" by Porter Cochran as the train frally
enyineer had his own way of blowing the whistle for railroad crossings, cows on the railroad tracks, as they passed their girlfriend's house, and a super whistle as they passed grandma's or grandpa's house

The steam locomotive the high wheel, high speed steam passenger engines always spun their wheel always spun their wirel when pulling out of the station in Cowen, Richwood, and Camden, as Bloomer Green said all aboard and the black smoke billows 100 feet
pulls out of the yard at Palmer (now Sutton Dam) headed for Webster Springs, WV

Continued On Page 3

\section*{86 Miles From Flatwoods To Cass Scenic Railroad}

\section*{by Sheriff Given}

Going north, going south on Interstate 79 to get to Cass, you get off the interstate, exit 67, take 4 and 19 north \(/ / 3\) mile to Bill Squires Mountain Lanes Convention Hall, and Lloyd's Restaurant and Motel. When leaving Interstate 79, you turn
south on 4 and 19 , McDonalds and Dairy Queen, and the screaming eagles and Braxton County High School, pass Laurel Court Motel, Marlowe's Restaurant, to the Go-Mart and country convenience store. Buy, or they will give you a Sheriff Given Cass Scenic Railruad Special

Newspaper. Take State Route 115 , 16 mile to Cogar's Restaurant, where you can get something to cat at a reasonable price. If you have ever been connected with the logeing or timbering industry, you should feel at home. You may think they are talking Continued On Page 14


\section*{The Cass (West Virginia) Scenic Railroad}
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and sown ancrler Or Mke
and Migier Misuncrin" At
ar imaent he ar semi:
coirci and his the scmitet on the Case craik Kall oad and gerraris widitic museim Alhough l create my own tong. is woill have hem lue been telp of Me. Elach hepofMr: Ewakhuris and the good people of Cass. The rear 1902 West Virginis Aalp and Paper millon acres of virgin nimber and hegon immediatel't to mow down neturt's oundoor splendor. They fint ser up a portable mill to sum out the encenary lumber for the conarruction of a double bend mill and on prak dap woch sides and adouble 10 . hour shaft would saw 250 td., feet and required 3,000 mes to operatr, including 12 Shay engines, and mever miles of track, ateas log loaders, big
whre you could buy anytung fivem a tooth rock sis a piecefor Shay ergine, a pood schoz, shurch, and in the vinter time. ice satine on the mill pond The big attraction was the The bey attraction was the daily pessenger train and who the strangers might be at the compuny boarding house.
Cas was incorporated in 1916 and formed a city government, a busy town with 60 houses, ciry water. although owned and eperated by West Virginia Pulp and Paper Company. Wages were seventeen cens for an eleven-hour cents for an eleven-hour day and fifty cents aday for boardand room. There was no checkoff from your wages such as social security, income tax, and in fact, the men who worked at the camps usually didn't draw their pay only every six months. Company houses in Cass were renting for \(\$ 10\) per month with no charge for water or electric, all was considered a part of the rent. During peak production, it took twelve Shay engines to log the nill, the run from Spruce to Cass was approximately 12 miles on 11 -per cent grade, run daily by Shay No. 12, 190-ton, considered the bigess Shay engine
loge cars per trip with a weven man crew, engineer. firmonan, conducror, and four brakemen one for every three cars. It has been said that No. 12 couldhave handled more cars but 13 was the limit through the was the limit through tive switchbacks, two of which are in operation today on he Cass Scenic Railroad Three of those engines are till in operation codayNos. 1, 4, 5, and recentiy purchased No. 7 from Meadow River Lumber Company at Rainelle.
Although the Cass Scenic Railroad is only four miles long the sted our miles long, the stect emains intact to Bald Knob and Spruce. The last engine to Bald Knob was in 1961 and a motor car makes it yet today. The West Virginia Department of Natural Resources is in the process of rebuilding the track to Spruce and Bald Knob, along with a lodge and possibly wall to lodge and possibly wall to wall carpets and modern
lodge facilities far flung from graybacks, bedbugs, long tables, 5:00 a.m., breakfasts, waiting for daylight in the winter before going to work harvesting the tall virgin spruce.

Why not restore the original logging camp to

Camp No. 5 or No. 29. build them Jenny Lynn type, stripped with creosote (coal tar process) creosote (coal tar process) to preserve the wood and drate the bedbugs and graybacks, use roll roofing steel wall pipe for steel wall pipe for a chimney, a couple of pot barrel stoves, a coal fired cook stove about 12 feet long, iron skillets, big thick cups for coffee that holds a half pint, thick plates, a 30 . foot-long table with gallon buckets of molasses honey, jellies, real buckwheat from Freston County, about three kinds of meat and biscuits Benches for chairs regular eating time or you regular eading ame or you wait for the next meal build the bunks against the wall, one over top of the other and make everything original as far as possible. Have a barn with two pairs of horses about 2,000 pounds each. Proper harness hoods over hames (Webster shows no such word, but that is what everybody calls them) grabs, grab maul on lett hame, good long check tines, J-grabs, log hicks with real caulked shoes, stagged pants, John Ritchie green and black or red and black checkered shirts.
with real from camp close to the milroad You must to the rallroad You must have a siding with the loaded some half loaded, to make it look real as the to trake it look real as the 5 train pulls upto CampNo bicks and horses in the real act, it mighe bewell to have act, it might be well to have the hicks stay around at night to tell tall tales about logging train wrocks, how to file a saw, champion hicks, and lobby log stories. You could let the kids ride the log horses if they weren't too tired from putting on a 15 -minute audition each day.

The year 1940 saw West Virginia Pulp and Paper sell the assets of Cass to Mower Lumber Company, but only a part of the quarter of a million acres in the original tract. In fact, 65 thousand acres on the upper end of Cheat River (river on top of a mountain), the remainder of the quarter millionacres was acquired by the overnment and is now part of the National Forest West Virgina Pulp and Paper also sold to the Western Maryland Railroad, 93 miles of track intact from Spruce to Slate Fork down Elk to Bergoo
still in use today.
The colly viruin timber remaining from this tract is 430 acres known es the Hamilion Wedge the disputr for years, finall settied, and is now, panty the National Forest parto ust off State Route 250 near Gavinet fire tow and is held in reserve for and is held in reserve for people to view nature at its Cass
Cass, like Tioga, Diana, Bergoo, Holly Junction Jerryville, Three Forks, and Cherry River, yielded to automation or lack of imber. The West Vitginia Legislature, under the guidance of W. WV. Barron and now Governor Smith, and now Governor Smith. is trying to give the Town of Cass new life with anold time scenic railroad. Last year 33,000 people plus the politicians, took the four-mile trip through the switchbacks, getting hot cinders in their hair. The rush, the Shay engines, new faces have given hope to a dying town. The Cass Scenic Railroad tilly developed to the original style of logging such 35 existed at Camp No. 5 or 29 , cculd be the biszest tourist attraction West Virginia has ever known. It must be original and something worthy to

\section*{Welcome to \\ Pocahontas county and \\ it's Many \\ Attractions...}

The Cass (West Virginia) Scenic Railroad
\(\square\)
Pocahontas county and it's Manu Attractions
ayught in the wate setore soing to work prace
lines, frahs, los hick with real caulked shoes. stassed pants, ohn Ritchie green and black or red and black checkered shirts, suspenders, a los dump

Paper also sold to the Western Maryland Rail. rouid. 93 mites of track intace from Spruce to slate Fork down Elk to Beryoo. A paft of this rattond in

Pocahontas it's Many

tocust cretcx baidce


\section*{county and Attractions...}

pocamontas county

For a PREE information pack on attractions.

recreation and
pocahontas county lourism commission
much more call or PO. Bcx 275. Marlintan, WV 24954
write:
1-800-336-7009

HNE
address \(\qquad\) ct7x \(\qquad\)
STATE \(\qquad\) 217 \(\qquad\) mone | \(\qquad\)

\section*{Cass Scenic Railroad Memory}

Civetinued From Page 1 detndind．so dad the stoum ralroad los engines and frims．and eventually the rown was sold by Wextvaco to Mower tumber Company in 1042 ． The sawmill worked on shirt per day through the 1940 s and 50 s and eventually ceased opera－ sions in 1960．The town of Cass and the steam logging railroad town seemed doomed．The railroad and machine shop was sold to Midwest Junk Yard located between Bell and Mont－ gomery for about \(\$ 50,000\) and Cass shops，engines， were being dismantled for jurk and the town suffered massive unemployment．
Mr．Jim Comstock， ＂Hillbilly＂of Richwood， along with two pals，J．C． Cruikshanks，an Ivydale merchant，turned politic－ lan，along with the help of the WV Legislature， bought out the Midwest Junk Yard，Cass Railroad assets for \(\$ 125,000\) on a \(\$ 75,000\) margin of profit．I was a member of the legislature at the time and they threatened to ride me out of Webster Springs on a rail for voting to buy the old Mower Lumber Company assets and the lefrover steam railroad erupines \({ }^{11}\) ， 5 ．7，the shooss
mín
miles of stoum
ever made．I personally， and the public must thank ＂Hillbilly＂Jim Comstock and Mr．IC．Cruikshanks and Dr．Bernard Poindext－ er，a member of the er，a member of the legislature from a abell Huntington dentist．The people who did the job to save the great WV tourist attraction，the Cass Scenic Railroad，were these men．
By 1963，the railroad purchase was completed and accepted into the WV State Park system and tourist trains were running halfway up Cheat Moun－ tain to Whittaker Station Five years later with \(3 / 4\) million dollars of railroad contracts by Mountainer Construction Company of Charleston and Given Construction Company of Upper Glade，Webster County，（D．P．Sheriff Given，Hercy F．Given，and Ralph K．Given， d ba Given Construction Company）， the railroad was rebuilt and tourists were riding and enjoying the scenery from Cass， \(121 / 2\) miles up Cheat Mountain，to Bald Knob．

The last ride on the old Mower Lumber Company abandoned railroad tracks was with the 90 ton \＃1 engine in 1961，with＂Pop Good＂at the throttle， oaded wich policician
purchase from Midwest Junk Yard．The \＃1 Mower Lumber Company railroad engine was later painted stripped and relettered and stripped and reletrered and Maryland Railroad Mu－ seum in Baltimcre for the biggest Shay in the world the \＃6 190 ton Western－ Maryland Shay used to haul logs from the headwaters of Elk and Bergoo Creek to Old Spruce and pulpwood that went to Spruce transferred to Mower Lumber Com－ pany Railroad down Cheat Mountain，through both switchbacks and transfer－ red to the mainline railroad from Durbin to Ronce－ verte，and re－routed to Covington，VA，which was used in the pulp and paper mills in Covington．The famous \＃6 Shay was used for two years as an excursion run from Cass to Durbin．The \＃6 was tried on Cheat Mountain but it was too big and couldn＇t work properly on the steep curves and was continually causing track problems．A fellow by the name of Sommerville，the railroad track foreman for Mower Lumber Company for years，had informed the shop people，Pop Good Leonard Long and all of Leonard Long，and all of Cass Railroad engimeers
between Cass and Durbin： The amateur politicians of WV let the railroad from Durbin to Cheat Junction vanish as well as the Vanish as well as the Western－Maryland rail． road from Elkins to Parsons．Thomas and Davis．The politicians of WV never did have any long range planning．All the railroads in WV are potential scenic railroad attractions．The railroad in my town of Webster Springs to Bergoo and Slaty Fork would be an excellent scenic railroad for WV and a business boom or re－ birth of business for Webster County．

The West Virginia Department of Natural Resources has purchased the town of Cass and are rebuilding wooden side－ walks and company houses．Cass is a real tourist attraction with houses to rent．It is no longer merely a fast railroad ride．It is a complete stopover．A wildlife museum，nine modernized company houses for rent furnished with everything but food， and can accommodate eight people，

The Cass Showcase，\({ }^{3}\) \(10 \times 40\) scale model of the town（complete with scale rrains）as it appeared in its
about 11 mph ，are equipped with drive shafts and reducine gears instead of side rods．Every wheel on the engine and tender is a drive wheel，piving the Shay tremendous traction The Shays climb an 119 rade， 11 feet for each 100 each 100 eet－a grade of \(2 \%\) is

\section*{Ca Son \\ Cass Scenic Rai}

\section*{Dinner Train}

Cass Scenic Railroed has announced the schedule for its 1989 series of popular dinner train rides to Whittaker Station． These special runs will be made on Saturday evenings 2t 6 p．m．beginning June 10 ，and will be offered lune 17，July 1， 15 and 29 ， August 5 and 19，and September 2 ．

After an exhilaratingride to Whittaker Station， passengers will be treated to an old－fashioned West Virginia barbeque with live entertainment from various performers． Entertainers will offer a variety of programs including old－time rail－ roading songs，folk， country and traditional music．Prices for these

\section*{Page 3}

\section*{nory}
ween Cass and Durbin. \(c\) amarcur politicians of \(\checkmark\) let the railroad from ibin to Cheat Junction ish as well as the steen-Maryland raild from Elkins to sons. Thomas and is. The politicians of ! never did have any range planning. All the oads in WV are atial scenic railroad etsons. The railroad in town of Webster iss to Bergoo and Slaty would be an excellent c railroad for WV, business boom or reof business for teet County.
e West Virginia rtment of Natural rors has purchased wns of Cass and are bing wooden side* asd company a. Cas is a real * so rent. It is no \% metcly a fast nad nidar. It is a fieter stopover. A fr musum, sine rraised company - fiar reser farnisled wernelaing hot fowd. an accomemodere Enyur
Cimes anaie movirl of ther vapuwes wail mexie = in whonand in me
about 11 mph , are equipped with drive shafts and reducing gears, instead of side rods. Every wheel on the engine and tender is a drive wheel, giving the Shay tremendous traction. The Shays climb an \(11 \%\) grade, 11 feet for each 100 feet-a grade of \(2 \%\) is
standard for rod engines.

A trip on the Cass Scenic Railroad, a visit to the museum, the memory of the railroad buff, the hot cinders, the shrill whistle on top of Cheat Mountain, the sweater you forgot-it will be a great memory for the future.

\section*{Cass Scenic Railroad Dinner Train Set}

Cass Scenic Railroad has announced the schedule for its 1989 series of popular dinner train rides to Whittaker Station. These special runs will be made on Saturday evenings at 6 p.m. beginning June 10 , and will be offered June 17, July 1, 15 and 29 , August 5 and 19, and September 2.

After an exhilarating ride to Whittaker Station, passengers will be treated to an old-fashioned West Virginia barbeque with live entertainment from various performers. Entertainers will offer a variety of programs including old-time railroading songs, folk, country and traditional munic. Prices for these
outings are \(\$ 22\) for adults and \(\$ 15\) for children, and reservations are required.

Cass, West Virginia, site of the scenic railroad, was a lumber boom town of the early 1900 s, and the original Shay steam locomotives, which now haul passengers, once hauled lumber from the surrounding mountain ridges. Lodging is now available from any of the 12 restored "company houses" in the town. These vacation cabins offer everything needed for housekeeping except for food and personal items.

To make reservations or for additional information, call toll free 1-800-CALL-WVA. \\ \section*{FARES \\ \section*{FARES \\ Whirtaker Seation . ........ Adult \(\$ 8.00\); Child \(\$ 4.00\) Whitaher Seation .......... Adult \(\$ 11.00\); Child \(\$ 5.00\)}
 number of legislators. about a week before the
stecp grades on the real Chear Mountain.

The floods of 1985 destrayed the railroad

has taken away from Cass
Shay engines, and the 45 Hysler, cruising speed

\section*{Midland Railroad}

Continued From Page 1 The West Virginia Midland Railroad went into operation for passenger service in 1908; the fist Depot Agent in Webstar Springs was our present Circuit Clerk, Mr. G. Jackson who was agent from October 8, 1908, until 1915 when he was appointed postmaster at Webster Springs: WV. The West Virginia Midland was owned and operated by John I. McGraw who also owned and operated the Webster Springs Hotel, a threestory all wood, 265 bedroom hotel with one of the first elevators in West
Virginia with excellent dining service and porters and bugzies (horse drawn busgies) coming and going like a working bee hive-a big ballroom with all the up to date dance bands nightly. The days were spent taking hot salt sulphur baths and traveling over our then famous boardwalks known as
lover's lane.
The famed steam chug
buggy left our town of Addison at \(7: 20 \mathrm{a} . \mathrm{m}\). for the 31 -mile journey and connected with the B\&O steamer out of Richwood at Holly Junction at 9:30 a.m. The passenger train consisted of a narrow gauge (36 in.) Shay or Climax Engine with three passenger cars that would seat 35 people to the car and for years they stood in the aisles. From the start the train nosed its way around curves up and down hills over the trestles, the Clifton trestle was 87 feet high, buile out of chestnut poles in a 45 degree angle and as you crossed the trestle you could look down and see the fire in Mike Hiner's chimney. If the train was overloadecion the return trip in the evening they would stick on the trestle and the pessengers had to get off and walk across, so my good friend Mr. Ernie Bogson tells me, and a story that has to be true because it was the day before Jack Dempsey became world champion by knocking out "Jess" Willard in the
fourth round of their championship fight at Toledo, Ohic, July 4. 1919, and all this information was furnished to Mr . Gibson, the Sutton baseball team and band at Holly Junction by radio on Jul 5, 1919 on their return to Sutton.
Mr. Jackson, the Depor Agent who go: \(\$ 100\) per month for his services said Warrick Gumm could blow a mean whistle when he had customers lined up buying tickets of any man he ever seen. For that 62. mile round trip, Mr. Gumm got the full amount of \(\$ 2.25\).

Yes, the West Virginia Midland Railrcad and the Webster Springs Hotel, promoted by Senator Johnson N. Camden and Col. John 1. MoGraw, who believed in advertising and placed pictures of the famous hotel and railrond scenes in all subways in New York City; a self promoter with imagination who promoted his dreams into reality and carved a railroad through mountains and scenic beauty which showed a panorama of rural life at its best, as cattle, sheep and horses could be seen grazing in the fields and according to the
season, farmers could be seen plowing, planting or harvesting from spring until the first snowfall.
On June 20, 1925, with many guests there with the famed hotel open for summer, a fire originated in the south wing, quickly reduced the famed hotel to ashes. The roaring, crackling flames leaped high into the heavens, lighting up Webster Springs to a brightness equal to that of noonday sun. Huge sparks and ashes floated a distance of a mile and a half. The light reflecting against a starless sky and the mountain sides looked weird and awesome, and the fanfare of a big city hotel among the hills disappeared and the tourist trade and strangers disappeared from our town. The little chug buggy continued with passenger service until 1928. In 1929 the railroed was sold, John A. Ford getting the section from Diana to Holly Junction for logging purposes and the remainder going to Pardee Curtin Lumber Company. The railroad served as a legend in its heyday and would be worth a fortune intact today as the scenic artractivas.

\section*{SPECIAL SATURDAY NIGHT TRAIN RIDES}

Includes:
West Virginia Barbecue
Live Entertainment
Train Ride
June 10 and 17
July 1,15 and 29
August 5 and 19
September 2
**BY RESERVATIONS ONLY**
Adult
\(\$ 22.00\)
\(\$ 15.00\)
Adult . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . 15.00
Child. . . .
SPECIAL TRAINS
SENIOR TRAIN -September \(9 \ldots \ldots \ldots \ldots . . \begin{aligned} & \text {. . . . } 13.00\end{aligned}\)
HALLOWEEN TRAIN - October 28
Adults \$10; Children \(\$ 5.00\)



\section*{The Old Cherry}


\section*{Wivluter Coxinty man. Mr Kiviaver Conioty Gus, Mroud} cooge rainond raincod eagineer who drarly loved the old whars and rods and at one shars or anocher during his gime or another an engineer had command of the thromle of akout every throctie the Cherry River engine os them 1906 to Liae from 1906
retiremes in 1954.
When Mr. Gumm started working for Cherry River Lumber Company, June 1, 1906, on the South Fork of Cherry under the suiding hand of Captain Charley Armstrong, the railroad consisted of 150 miles of track with Shay engines No. 1, 2, 4, 6, 7, 8 . 10,11 , and 12 (cost about 54,000 each), and all used to garher and haul logs loaded with Barnhart Scoam Loaders, considered Sroam Loadess, considered tops at that time. They had
in use at that time upproximately 200 rattler log cars, 100 pulp and tanhark rack cars-they traveled over South Fork of Cherry. North Bend, Litrle Laurel, up Hills Creek to Kenison Mountain, to Cran berry Bottoms and Dogway. Dogway at one time had a church. school, big store and 75 houses. We must mention Rod Engine No. 3, 5, 19 and 13 which were much faster that the sheys. The

\section*{River Boom And Lumber Company}

Rod Engines were used to shift the yard and make the daily run from Richwood to Gauley Mills to supply a double band mill with 75 M board feet daily. All the engines mentioned above were standard gauge-the ralload grading was done by hand with picks and shovels and crews of 25 and 30 men who carved out a mile of railroad grade with good luck in five working weeks
The different forks of Cherry, Cranberry and Cherry, Cranberry and Dognay covered virgin timber was really on virgin timber was really on 1914 and at one time had seven camps with at least 100 men each with plenty of work, excellent food and plenty of bedbugs. The shrill whistle of the steam engine, the chugging of the Barnhart loader, the visirof Barnhart loader, the visit of the supply train which visited each camp once a week with supplies, feed and hay for the horses as well as clothing, robacco and food for the men Wood hicks have been known to stay in one camp as long as six months before going to town. Many, after working six months have gone to town and blown six months wages in one weekend.

Tales of teams of horses
survive and a few train survive and a Bailey wrecked the No. 2 hailey wreck 65 ton engine on Litmle Laurel and was gong Little Laurel and wasgong up a steep grade with one load of steel and the engne flew up with wheets springing forward,went back down the hill, rolled over in a curve and killed him. Another wreck on Barnashec Run on Cranberry No. 7, 70 son shay with six loads, six empties, a Barnhart Loader on eight percent grade, run \% mile, wrecked and killed Frachier Adams, engineer loe Taylor, conductor, Russell Berry brakeman
One would have to
One would have to remember the Company
Doctor, Jim McClung, who rode engines, motor cars, horseback, and helped and aided the sick, as the quest for virgin timber made Richwood the hardwood capital of the nation.
During the 20's Richwood was really on the move with the largest tannery in the world, and a clothes pin factory consuming \(24-\mathrm{M}\) feet of logs daily and the virgin timber of all forks of Cherry gone and the old Shays and Rods on the move to a new field and a rew territory of Williams and Gauley Rivers. During
and new ways were being developed and the stesm shovel, the great earth mover, was making yreat strides and the days of making railrond grades by hand would soon disappear. New names-Jim Sarrani, Lew Lombard and Dick Palmer-had appeared on the scene as railrced grading contractors. The first Thew steam shovel had rails but no pads; they had four mats to move on made out of \(6 \times 6\) woodthe two surplus mats were moved as the shovel advanced. The shovel had its own water pump and its own water pump and pumped water to make steam from a nearby river or creek and on occasions, water was hauled in a tank on a sled pulled by horses. The coal (usually about four tons daily) was wagoned from the closest available supply

The year 1921 saw Cherry River Boom \& Lumber Company reach Three Forks of Williams River and the hub of town and the railroadshops were built and the work of Sarrani, Lombard and Palmber had seen progress move on. Appearing on the scene were new namesBilly Hawks, trainmaster: Joe Greer, assistant; Webb Hollifield, woods superinHollifield, woods superin:
rendentz Party O'Brien and
in 1926 Charley Badgett in the driver's seat and a grear trader. I remember buying stacks of lumber from him-so much for this one and so much for than one (no scale). Charley Hanrahan (scaler) used to ask me, "Did you chear him today?

Cherry River, during the 20's and 30's had two trains a day, six days a werk to Richwood. They had acquired new Rod Engine Nos. 15, 13, and 26 ghes Nos. 15,13 , and 26 which were used to make theruns from Three Forks to Richwood. Their usual run consisted of about 50 cars of logs. They always dropped off about 10 or 12 cars at Gauley Mills. although George Gumm, on one occasion pulled 63 from Three Forks Gauley Mills. During tt 30's Three Forks had grown to quite a town. 3 three-room school. church, big store and about 75 houses, boarding house, a dentist, Dr. George Dyer (now at Beckley), a daily railroad bus that carried the mail and passengers.
The virgin forest of Williams' lasted approximately 16 years and the year 1963 saw Three Forks become a ghost town. The quest for hardwood was queved to the headwaters of

\section*{The Pardee And Curtin Lumber Company Railroad}

Jemwary 2o. 190?
Than moery in invended to eivert the aperation of the cuver the aperation of the Fider Curtia Lamber tompany for property to firs Aumbering oprrstions is Webser County arrind on hy Smith and

Qulligan, who floated lons Whewn Blk River to the charleston Mills. This the virgin forests, cut only the virgin forests, cut only
the finest soft wood, and paid the owners 25 cents per tree. pet tree.
General Curtin also
began operations in Webster Courtyat an early
date. The Pardee Currio. dite. The Parcee Curtin company cur thousands of Creek. Holly and Laurel This timber was flosted This timber Elk Sutton doring Curtin's frst maior

\section*{Cherry River Boom And Lumber Company}

Continued From Page 4 Cinuley and Cherry Rivers moved lock stock and tarrel ta ferryville. Cauley Mells had faded asay with the flood of 1932-their bridge was gone and the big iteam engine had broken downabout the same time, never to be repaired, mainly because the vingin forest was has disappearinc.
The jear 1943, during *ota'War II saw Charley Bodgett go the way we stall goat the end of our allotted time. The B6KO Railroad made major changes in their railroad in order to move the coal from this section. The shops were butk at Cowen, and the spur to Donaldson was buile. The old Cherry River line from Donaldson to Cauley Mills by way of Cauley River was discontinued. Jerrvville, by 1950 was a booming communIV, afthought most of the
nimber was gone, the change to coal had been made at that time. Jerry ville had a four-room school, church, railroad yard, 100 houses, store, boarding house and a new mining town in Straight Creek. Although the great Badgett was gone, his shoes were was gone, his shoes were
ably filled by Carl Umbarger. A new name had appeared on the scene-Ray Maust, and at the present time he is one of the biggest operators of coal in the United States of America. He is a stripper, gutter and a man who really gutter and a man who really The old Cherry River The old Cherry River Boom \& Lumber Company was purchased by a wildcatter by the name of Rudolph, who later sold the mill to Rirter Lumber Company, and was further transferred to the present owner, Geongia Pacific. Most of the railrond is
and Barnhart loaders were either sold oryielded to the serap pile.
George Gumm, in 1948, moved the big Shay, 100 tons. No. 17 from Richwood to Tusculuse A labama, where it was sold to Levin Mining Company Mr. Gumm was with the big engine 22 days on the railroad to see that it was properly greased and stayed two weeks after arrival to make sure old No. 17 was in good working order.
When Nas, 3 and 26 vielded to the scrap or sale, they purchased a steam they purchased a steam Malley. No. 482 for haulage of coal from Jerryville and Straight Creek to Cowen.
The last man to yield to death on the old Cherry River line was Grover River line was Grover Harnilcon on the South Fork of Cherry, September
4. 1954. It was a steam
peration from 1888 to pproximately 1900 It is not clear which of the najor companies was
the first to establish a mill ine first to establish a mill in Webster County,
however, the one at Gauley Mills was built 85 years ago by the Camden interests in
connection with the West Virginia-Pitssburgh Railroad. In 1907 this operation was taken over and Lumber Company The mill was Operated by that concern until 1931 The concern until 1931 The mill, at its peak, cut
125,000 feet per day. Logs were hauled from Williarns and Gauley Rivers, over its own private railroad, with own private rairroad, with terminals
and jerryville, WV
and krryvile, Another mitl of import-
ance was built as Arcola 55 years ago, which cut mote years ago, which cut mote
than 150 million fect of lurrber during its operation. This mill was owred and operated by the and operated by the pany. At its peak they pany. At its pesk they emploved 150 to 200 men and their capacity was 35,000 feet per day. Their timber stood principallyon Gruley River and was hauled from Bolair over a narrow gauge railroad. (See Charley Sandy, Bolair, for information pertaining to railroad engines-and railroad
loaders.)

Hines, all still living.) 1 expest to do a complete story on the Disns operasion and old enpine Charley Makomb's at Charley Makcomb's sand cut. The engine with Merchie Hines, engineer, Leck Clevenger, fireman, Stuck Itall, conductor, and Dik Sisemore, brakeman, and tive loads of logs handed in Holly River. Yes

Erie, 4 yards shovel or ditcher built on a loge car. It upset and scalded him to death. One could go on and one about Ray Maust, the blowing of a bridge at Slaty Fork, the strike at Jerryville, and the Gauley River dynamiting of No 482 in October 1954. Talk abour many wrecks such as rod engine No. 18 out of Straight Creek. In fact, book could be compile worthy of anyone's time. If on ane really interested you are feany, intersted here are five men stilliving who started with the old Cherr, River Line in 1906 am sure anyone of the following. Earl Webster, Richwood, retired shop man; Ray Bryon, engineer, Richwood; Walter Straton, scmewhere in the west; Arterier Ramsey, engineer, Richwood; and George Gumm of Webster County, could give you hours and hours of detalied information.
there is a lot to the Diana sory, but it's tough to assemble.
Skyles, near the BractonNicholas County line was the site of a large mill with a capacity of 30,000 feet daity A marrow gaver canty. A tarrow gaye B\&:O and ofd Pirsbum Railroad at Erbacio. This Raitroad at Erbacua. This was known as the DavisEakin Lumber Compuny Mill.
Wainville was the site of the Webster Lumber Company Mill. To thread Company Mil. To thread the needle here is impossible. It changed hands frequentiy-from Brooks to Harmont, to Hall, to S.A. Morton

Erbacon was the sence of lumbering by Henry Waggy and his son. Waillam, the father and Wrandfather of Eaftes-Full Continued On Page 6
H.B. Nichols, White's and Henry Cool operated the mill and narrow gavge railroad at Diana, with a capacity of 25,000 feet per day. (See Goodridge White, H.B. Nichols
Stuck Hall or Merch:
(First Restaurant on Rt. 15)

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DUTCH'S RESTAURANT
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\section*{Pardee And Curtin Lumber Railroad \\ Cantinued From Rage 5 \\ ovirs. If they were out 13}
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 The Birch Valley Lamber Compmoy was ta aperstion at Thega for yry pars bring you thas brief troduction of Welster County's lumbering aduatr so you might futly appreciate the Pardec Curtio history making asp. This information woold have been imposstle withour the help and cosperation of Webster County's senior citiarns. These people are deeply interested in restoring the traditions and legends of logking. Shay engines acnal life and living continions in the rugged
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\(\qquad\) In 1873, Taylor County, Grafton, WV, the Pardee Cartin Company started a small sawmill which erupred into one of the eading lumbering and mining companies in the state of West Virginia. The Curtin assets moved from Tayloe County to Sutton. Pramon County in 1896 Branton County in 1886 with portable mills. About 1890 i flood erupted in Sutton, brdkaing a log dam
on Eik. Ruvet. The Cuertio. feer of logs. Theselogs were caughr in St. Albans, Kanawha County, and sold. The assets were used to help buy and install a bend mill at Sutton. Curtin had their first band mill in Braxt
1890
The year 1900 say Curtin move to Nichola County with three band mills, located at Homin Falls, Coal Siding, and Curtin. This operation wa
thours they were allowed eleven. If they loaded 24 ars before aoon they still got a day. The loader man pot \(\$ 3\) a day, conductor \(\$ 2.50\), tong hooker \(\$ 2.25\). fireman \(\$ 1.75\). Each man payed from 45 cents to 50 cents a day for board and room. However, and eat at crews log camp with no any log All log camps had charge. All \(\log\) camps long the fubles with two or three abinds of meat, jellies kinds of meat, jellies honey, molasses, of jus about anything you wanted. Sleeping condi tions were al graybacks Bedbugs und of lamp oil made the using of lamp oil for a good night's sleep The long winter evening were spent spinning tall were spent spincription ale Gadd and orers used Lee Gadd and others used to make the rounds to the camps selling clothing, watches, etc. Some have been known to peddle "Ceorge" (a high powered snuff) that make the hicks' imagination wander to dreamland, known as they U-Pine-Inn in Richwood, the Greasy Front in Webster Springs, or Hell's Half Acre and the saloonin
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The year 1928 saw the hardwoods and virgin timber disappear and the three mills of Hominy Falls. Coal Siding and Falls, Coal Siding, and Curtin came to an end. Flem Wilson got the nod to pull stakes and embark to Bergoo, Webster County; a task that required many

Shays could make their journey to Bergoo and their and of 1929 all the Curtin engines had made it to Bergoo and the West Virginia Midland was coming to an end.
The last part of 1929 and arly 30's saw Flem Wilson and Ed Cochrad sent to Diana with the No. engine and Bill Skidmore engineer to pull the steel of the West Virginia Midland to Webster Springs. A Mr Coalshaw, who lind the original steel for the West Virginia Midland Railroad, was there on that gloomy norning and shed a few tears as the history of a narrow gauge passenger railroad was coming to an end.
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\title{
Page 6 \\ Pardee And Curtin Lumber Railroad
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Continued From Page 5
Waggy, now living in Charleston, WV. The elder Waggy logged 10 thousand acres on Missouri Run.

The Birch Valley Lumber Company was a big operation at Tioga for many years.

I bring you this brief introduction of Webster County's lumbering industry so you might fully appreciate the Pardee Curtin history making story. This information would have been impossible without the help and cooperation of Webster County's senior citizens. These people are deeply interested in restoring the traditions and legends of logging, Shay engines, actual life and living conditions in the rugged days of early sawmill operations.

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The No. 5 engine, run by Von Clark and fireman John Petit and No. 7, run by Lee Cole and Roy Sparks and Bob Warbutton and Joe Roberts, loader men, and Flem Wilson, conductor, had a run away in the hollow above Leivasy on Meadow Creek. Von Clark jumped from the No. 5 engine, hit a tree and killed himself. The others made it to safety.

The Curtin operation in Nicholas was big, employment good, wages cheap, living conditions also cheap. Old General Curtin was considered an honorable man. He cancelled many store accounts at the end of each year. He also paid hospital bills for many of his employees. How well he got along with Thornt Hennings, John Cochran, Leve Canhl. and she hart is unknown But, the image of a staunch gentleman, General Curtin, remains in the minds of many yet soday:

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approximately three years to do. The steel was pulled and the 10 Shays, the No. 8. Heisler, and the No. 6 Climax were brought to the Curtin Mill site to make ready their journey to Bergos.
A special BSOU Railroad car was buile with a narrow gruge track and the Shay engines were run on the BKO ear for shipment to Palmer, in Braxton County. The journey from Palmer, to Webster Spring, to Bergoo, over the WVAM Railroad, was somesthing to be talked about. Some of the engines stayed in Palmer as long as tim years. The fall of 1928 saw Flem Wilson and Cenorge King joumey to Duans so get the N6. 1 emgioe, the first to arrive in Webster Springe. This mywee, used sachuaively for the laping of stocl, was Aeleyed a few days in Werbsiter Springs avaiting
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Jerryville, and in ' 41 crossed Point Mountain to Back Fork. The same shay engines and loaders used in Nicholas were used in this operation.

Sox Riley was the mill boss with Windy Rose on one side and Harry Duckworth on the other. The lumberyard was so full you could hardly find room for a lumber stack. A major portion of the lumber was exported to England and France, with John T. Alcock of New York serving as broker and featuring wide poplar boards used in England and France as paneling.

The, mill burned at daybreak in April 1941 (unknown day). By 1942. through the efforts of A.W. Corkin, with the help of Shorty Reese drafting, the mill was rebuilt. Mr. Corking, who was formerly with AllisChalmers, as 76, from sunny California, and fetiend when he was called
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to meet the challenge and rebuild the mill. The mill was so well assembled under the guidelines of Mr. Corkin, that they had a normal cut the first day and in less than 120 days, both sides were running.

The mill ran from 1942 to 1945 , mainly from timber on the Back Fork of Elk and Pointa Mountain. The mill finally closed in 1945 and the mill assets sold to Harrison Lumber Company of Arkansas. The old engines were sold to Midwest Steel and Junk of Charleston, WV. The engines were cut up and loaded at old Red Oak Mine. It was indeed a sad day in the history of narrow gauge railroads when Ross Roy ran old No. 12. with the smokestack and other parts gone, from Red Oak down through Bergoo, across the river to the old mill site, where the pafte were later sold to Ely Thomas Lumber Company of Fenwick, Nicholas County.

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Bergoo No. 4, from 1935 to 1959, was a rather good mine with a lifetime production of \(6,498,554\) tons. It was a thriving mining town with 70 houses, company store, school, church, and union hall. The taxis out of Webster Springs kept the road hot bringing the miners to town and back to spend their money.

The No. 5 mine was only in operation from 1945 to 1950, with a production of 501,780 tons.

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about all the people in Webster County, at one time or another. Large piles of bone coal remain today. It was used for fills, roads, coal, and was a greathelpto the local proplet produced from 1945 to 1947, 205,534 tons.

The Curtin story would not be complete without mentioning the company store. Someone wrote a song about loading 16 tons of coal and being one day old and deeper in debt, and wound up by saying he owed his sole to the company store; a true story. Some people worked every day in the mines and got more out of the store than they earned.

The old scrip story (buy cigarettes for \(\$ 2.00\) per carton and sell them for \(\$ 1.50\) ) applies to many other items, and the sharpies down town took advantage of the opportunity. About everybody in town took scrip, if they could get it cheap enough. It went right back to the company store and they bought meats, groceries, furnirure, and gas. It was a way for the maners to get medicine or any ocher worthy purpone. They uxd ko phay poikst at Bergoo and Raston and acrip played the owese as caah. If served a purpuiss on Ellc River as keqail Esnolier

\section*{31 and \(* 34\)} rwowd onto if down as nd in 441 Mountain to ce same shay wlers used in uned in this
was the mill aty Rove on BA Hatiy the othuct. dy was wo full metsly find twer attack. A in of the whorterd to Hance., sith (i) of Nimm lnowat and be popplat faglamd amd 1248 matiserd at Aprit 1941 By 1962. cethants or with the wos Ravese
mill vas Nithes when with Allis fremen Eetas aifud Wes onliced
history or this writer. known to were an out of because they were an out of state corporation.

Parcoal, or Bergoo No. 1, as operated by Curtin from 1929 to 1936 , produced a lifetime production of 995,404 fons.

Barton or Bergoo No. 2, from 1930 to 1954 , produced a lifetime tonnage of \(7,900,376\) tons. The mining towns from 1930 to 1954 has made a complete change. The Pardec Curtin home office is now located there as well as an all electric sawmill. A major portion of the coal company houses are owned by individuals and a large percentage of the populathon now work for private induatry of survive on pertianoth 6.

Bergoo No. 3 or Leatherwood, which is aowadered Bergoo, had a lifetime production, from 1911 to 1947, of 2.697 .772 forks. As one ilme. flacte was an colimested payrell of Shictovo0 monethly from
every day in the mines and got more out of the store than they earned.

The old scrip story (buy cigarettes for \(\$ 2.00\) per carton and sell them for \(\$ 1.50\) ) applies to many other items, and the sharpies down town took advantage of the opportunity. About everybody in town took scrip, if they could get it cheap enough. It went right back to the company store and they bought meats, groceries, furniture, and gas. It was a way for the miners to get medicine or any other worthy purpose. They used to play poker at Bergoo and Barton and scrip played the same as cash. It served a purpose on Elk River as legal tender.

Mr. Orkney, from our town of Webster Springs, has worked a lifetime for Curtin-first as a lumber salesman. In 1927 he came to Webster County as store manager, buying and running the Curtin store until fetifement. They had
Continued On Pase 11



Page 7




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The
Bergoo forty ye used to


Water Railro
water
Bald


Water tank in the lower end of the Cass Scenic Railnoad yanls are uhere the starm engine takes sevier hrfore departing to Whittaler Station and hold Knob.

Fnglts we. 4 sppresthes the Gum Field pienies sres near Case. West Virpixis wirs o bsitherbita ef brimant lall celors. The Cass Sespie AR wss



The Weasers Maryland Railroad Bridge at Hergoe has norviexd ise major floeds in leas than fones wers. /wat wp the aucka many locumotives tuand te ahifi the curn in ohe yards.

Page 7






Page 8

\section*{Paul G. Thayer}

Paul G. Thayer, a 90 lb . railroad engineer, who was not supposed to make it because of his size, his engineer leather gloves come almost to his elbows, he had to look for small women's garters to hold the sleeves up on his shirt and his blue railroad handkerchief went around his neck twice, his railroad cap tipped his eyebrows. He looked like a midget with a circus. His determination and hard work made him one of the best railroad engineers to
ever pull the throttle and blow the whistle for the B\&O Railroad. He went to work as a fireman in 1944 and was running as an engineer in 1947. He started running the 1212 freight engine, later the 1314. In December 1949 he bumped into the passenger run from Pickens to Buckhannon, steam engine \#3113. His first three days in Pickens is something to remember. - He started from Buckhannon to Pickens in a 1941 Ford at 7:30 at night and

arrived in Pickens the morning, at 7:30 and t1 minutes late for the run to Buckhannon. got the train on the mo Alexandra and conductor came up te Thayer in the cab o engine (3113) and sa Mr. Thayer, "You ar running a freight trai are thirty minutes Mr. Thayer said to fireman, "We will pul Buckhannon on time pulled down the tra about 40 miles per ho a mile and a sign said * warning, 10 mile: hour.'

He never touche throttle. He said at tir thought the engin passenger cars we going into the riv pulled into Adrian : conductor gave another visit and in him to slow it do were ahead of time Mr . Thayer r Pickens to Buck run for six months conductor never ta him again abor schedule. The secor in Pickens, Mr. went to bed at the Hotel as soon as sup over. He woke up 12:00 o'clock to go Johnny house. The f gone out in the po stowe. He reached to the "fot itor: The ic house was on the

\section*{hayer}
wall the throttle and the whistle for the Railroad. He went to \(s=\) fireman in 1944 as running as an or in 1947. He running the 1212 engine, later the n December 1949 mped into the it run from Pickens thannon, steam "3113. His first ws in Pickens is If to remember. d from Buckhanlickens in a 1941 l:30 at night and

arrived in Pickens the next morning, at 7:30 and thirty minutes late for the daily run to Buckhannon. They got the train on the moveto Alexandra and the conductor came up to Mr . Thayer in the cab of the engine (3113) and said to Mr . Thayer, "You are not running a freight train, we are thirty minutes late." Mr . Thayer said to the fireman, "We will pull into Buckhannon on time." He pulled down the track at about 40 miles per hour for a mile and a sign said 'Track warning, 10 miles per hour.'
He never touched the throttle. He said at times he thought the engine and passenger cars were all going into the river. He pulled into Adrian and the conductor gave him another visit and informed him to slow it down, we were ahead of time.

Mr. Thayer ran the Pickens to Buckhannon run for six months and the conductor never talked to him again about his schedule. The second night in Pickena, Mr. Thayer sens to bed at the Pickens Hotel as soon as supper was over, He woke up about 12.00 o'dock to go to the jolveny houar. The fire had biee ont in the gor belly

porch of the second floor of the hotel. Mr. Thayer finally made it back to the bed and the Hostler for 3113 informed him and the fireman that the engine and water lines to the passenger coaches were freezing up. Mr. Thayer, the fireman and Hostler had the engine thawed out, heat in the passenger coaches and 3113 and crew was on their way at 7:30 a.m. for Buckhannon.
Mr. Thayer served as engineer on the 5005 passenger train engine from Richwood to Clarksburg. He also blowed the whistle and pulled the throttle on 7608, one of the biggest steam engines ever in service except the 614 , that runs continuously on excursion runs yet today and yearly from Cincinnati to Hinton. The 7608 was 192 feet long from cow catcher to the coupling at the end of the water tank with a 235 lb . steam pressure, held 25 tons of coal and 22,000 gallons of water and was used to haul troop trains all over the United States during World War II.

Mr . Thayer has trained a number of young engineers on diesel. Tommy Brags. Don Snyder and many many others. Hehas runon thous all the ryackme from FWWood, WHIlams and Gauley Rivers. Grafton
and Cumberland, Mar land; there is little tracka in the scope of the BE Grafton yards that N Thayer has not covered

Mr. Thayer was original objector to conditions at the Beanery at Cowen. He fi a report on seve occasions about liv conditions, screen do beds and general cor tions. A new air condit ed Beanery was built this writer and his brot were the prime cont ors. We also started Cass Scenic Railroad same year.

Mr . Thayer wrecke Orlando in Brax County in 1958. The car behind three engin kicked a rail and 31 cars loaded, jumped track and piled up 6 We were clocked a miles per hour whe wrecked.

Mr. Thayer wrecke miles east of Cowe Laurel Creek's ste grade. We had a wheel that wouldn't down in a curve and ta sideways and deraile coal cars. There is pro coal on Laurel \(C\) today, It went all ove hillside. 1 ance, wre one, the big Ditch, cof from Camien-on-Gau We same upoe a bet kis end of chat Eve hoppers of coal. Ever body rewembers the brid
) of the second floor ie hotel. Mr. Thayer Y made it back to the and the Hostler for informed him and the in that the engine and lines to the passenger \(s\) were freczing up. haver, the fireman satier had the engine
our, hear in the eer coaches and ai crew was on their \& \(7: 30 \mathrm{am}\). for nowe.
Thayer served as t on the 5005 It trah engine from nd to Clarkisurg. thosud the whistle sid the throetic on te of the beigest agemes ever in arger the 614, that stinecoasly on


and Cumberland, Mary- fire and the recent wreck at land; there is little trackage in the scope of the B\&O Grafton yards that Mr. Thayer has not covered.

Mr. Thayer was the original objector to the conditions at the old Beanery at Cowen. He filed a report on several occasions about living conditions, screen doors, beds and general conditions. A new air conditioned Beanery was built and this writer and his brothers were the prime contractors. We also started the Cass Scenic Railroad the same year.

Mr. Thayer wrecked at Orlando in Braxton County in 1958. The first car behind three engineers kicked a rail and 31 coal cars landed, jumped the track and piled up 6 deep. We were clocked at 39 miles per hour when we wrocked.
Mr. Thayer wrecked two miles cast of Cowen on Laurel Creak's steepest erade. We had a loose wherl that wouldn't slow down in a curve and turned sudrwys and derailed 37


\section*{Asking Politicians To Consider Youth And C.C.C.'s}
he Skeyl Give
Mr polisal career hai furm fiand evt deygles. Nimbirs ent hoofores suevines or low from er moneluctid as urell as tr elernd. Dick Renwon. te porver air pilot and remener Seate Senator has hai s nerokeand as real nick at the peovent rime. We ive ie Central West Virpela atih him a speedy wowern. He is the same man that Jefratel me after de diection was ower in 1972 . In a six-cosanty mocount and in Randolph County (Elkins), we apened the Hyde Park rociet precinct wirh 3 cans of ballos and 760 voters. mo ballots, no excuses. excepe Richard Necly and Larrie Bailey had stolen the hallioes during noon recess and the County Commiswoners, who serve as elinction commissioners, moved that they accept the count an entablished by the election officials on the precinct level and Dick Benson was declared a winner in late August by tharee votes and a Circuit Court Juder decision. Mr. Benion was the authorized Seate Senator who voted Seate Senator who voted
and used my State Senate
and eerved as their spraker of the Howse of Delecates. At the next election I was elincted to the Silver-Haired Senate and was elected as President, but was declared anelisible because I would aot sign an affidavit that I would not run for public office.
In 1958 , under President Ehenhower, WV economy Eres flat unemployment in wouthern WV was at an alltime high. Unemployment funds were sone, relief and food orders were almost food orders were aimost
impossible, Red Cross, impossible, Red Cross,
churches and charity organizations were broke. The southern counties of McDowell, Mingo, Logan and Mercer were at a standstill.
As an elected member of the WV Legislature, we organised a committee for distressed areas of WV. I was appointed chairman of the 25 -member committee. I see poverty at the worst with ugly conditions outside toilets with their sticky smells, a clinging odor long after you left the scene, shoestrings dangling from oversized hard-toe mining boots, caps and socks pulled down over thick, dark, dirty hair, thick, dark, dirty hair,
oversised miner's pants
checkerboard John Ritchie shirts, etc. Out of this 10 . day, 25 -member corrmittee investigation came the State Temporary economic program (STEP) \(\$ 1.00\) an hour state park work's program, the welfare seed and garden prograrn, and the first \(\$ 30,000\) for food stamps in McDowell County alone, later Mingo, Logan. Clay and Webster and then statewide and now nationwide.
Last year 1985, I had TV in Charleston, five nights weekly that covered Kanawha, Putman, parts of Clay, Fayette and Boone. I have a TV library, VHS and Beta, thirty-six 30 minute TV shows with various legislators, State Senators and Board of Public Works all on file at Public Works all on file at
my home at 216 River my home at 216 River
Drive, Webster Springs, WV. They have run as reruns in Webster Springs, Buckhannon and are now running in Morgantown and will run in Elkins immediately after Christmas. I hope the TV cable subscribers of Webster TV Cable Service demand they run the TV Sheriff Given show in Webster Springs, during the January February legislative
politically is simple and sational economic security, veteran'sbenefiss discouragement. I have system is not able to labor contracts, etc, been in the political barnyard of discarded Democrat politicians for years. The WV family politician says we don't vote for Sheriff Given. He can't win, he won't pay on the precinct level. He's a loser, he doesn't agree. We don't need him on the team. Election after election the people help me knock on doots - the team gets out their cash political funds, and pay on the precinct level - and if necessary re-finance election day about noon, and start giving and buying. I always make them spend, hustle, pull their hair, fight among themselves and promise one another and Ward healers polirical dreams of elephant size.
Jobs are the main issue in WV and the nation. Serious questions should be raised by the WV legislature and our Congressional delegation in Washington, DC about any government or any economic system that can provide jobs to all who need them and are able to need them and are abic to
work. It is crystal clear with unemployment at about \(15 \%\) in WV and \(44 \%\) for \(15 \%\) in WV and \(44 \%\) for
yystem is not able to labor contracts, etc. provide such jobs. The Congress helps themselve Reagan administration is running wild with space age, star wats, and military and defense contracts, so many and so big that controls have been lax while taxpayers are buying ash trays for \(\$ 100\) each and bolts, nuts, washers and screwdrivers for \(\$ 40\) each. Congress has been brainwashed into approwing safery for this nation to the tune of a 2 trilliondebr at \(8 \%\) interest while at the same time reducing the standard of living of the middle and working class by tightening of black lung. food stamps, social and trying hard to make second claw citisens out of our citisens. They have sald amen to Reagan's star wars, congressional benefits, junkets and continue to vote for 1 trillion deficits that our children and grandchildren can neve: pay.
The great 100 -year flood of Novermber 4 and 5 , in history, and people, townes and government agencies are at the mercy of politicians, both state and politicians, both state and national. Think of all the laid-ott coal miners. If the government and politicians
\(\qquad\) race raik howes, over faded.

Perhapm the greatest Joe

\section*{Mike Ross Gas and Oil Coalton}

If you are interested in Gas and Oil and need 1,000 acres blocked up Mike Ross can help you. If you are from any of the 18 Latin American Countries and have gas and oil acreage for sale, Mike Ross will buy, sell or help you block up acreage for drilling or selling.

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Rege 16



\section*{Coldest And Highest}
flaves spent part of the pery int on occations whine time osit froms work pan on the frome porch of Ar ald Company was one, etloh at onest in the state of keps aloum anything and keps awned, one hears the Whisele of old No 4 Shay eugbe purncwas rece Birch Valley Lumber company riose Cass as now used ance of old remembraws and as an loosing days and as an cxursion rail for sople from all over the US, and forsign countries. At the prosent sime, old a training engine, raining some young men as future engineers for the Gaus Seenic Railroad wher it is completed to Bald Knob. The No, 7 Shay engine, which recently visited the Mountain State Forest Festival, was purchased by the Natural Resources Deparment from Mradow, River Shay No. 5 and No. 1 are two of the original engines left from the Mower Lumber Company. Numet 5 is in opcration and No. 1 is being completely eady for service by June of 1967. Shay No. 1 was the ast engine to Bald Knob in 1961 with Wally Barron aboard furing the process
and buying of the Cass Propest by the Seate of West Vireinia porch, one hears wild tales of Thornt Hennings and Alg John Cochran, as well as many others. Somehow they remember more about tances, fist fights, murders,


\section*{Pardee-Curtin Lumber}

Continued From Page 6 ibout anything that yous could ask for. The warchonave in Bergoog was mund to a large wholesale bovis. Potatoes and many carlond lots.
The Barder Curtin Store had many good store mamagers under Mr. Orkney: Doy Brannon Fancoal: Brack Davis, hrcoal; L.B. Robinson. Aeraco, Ceorye Barrait of Canden on Gauley. Fergoo. The Curtin stores bert conaldered among the bes of somplany itarns in the ntare of W/ni Virginis. It in this mriter's opinkin phat Curtin was an nofilime soespary, is is aly the artir's uginion Whet enery tas of cowl and evert frows of lamber that teft Wetment Eranty suadtheer bern taned by derase ad lowedfert. Toe
 onter fond pooght, etwn Lael lis is oalase ther lial
nany thousand feet of horsber was sawed in 24 hours \((242 \mathrm{M}\) feet). They railroad wrecks and snow railroad wrecka snd snow
storms and 'abous ait of them have been in the town of Spruce in its heyday, propulate 500 in 1914 boarding house, posi office, shool and Dr Coffer and his pull bag und motor car.
Mr. Waleer Good. railpoad engineer on the Spruice line from 1927 until 1960, can give you as much or more information as anyume in Cass. In fact, he was the enigineer for No. I to Bald Knob when the politicians and Mr. Barron took the last ride. He recalls a wreck on the run around in Spruce with a 700 Malley belonging to
the Western Maryland He the Wextern Maryland. He was running Shay No. 12 , reversing the bar. The 700
hir him again. Shay No. 12 hit him again. Shay No. 12 was never run anymore. He said it was really sad to see such a sood enigine be cut op for junk, as the Mower Lumber Company Engines Nos, 2, 3, 8,9, 10, 11, and 13 got the same treatment 13 got the same treatment
tater on. He stated to ne tater on. He stated to ne had a Shay engine off the track as many as 12 dimes in one day.
As you know, Mower Lumber Company had their own shop (still in
steel. On a tough repair job diere was no one like John Lowrry. He would whirtie a pateern for the piece out of wood, then ko welp with the help and advice of others, would cast the piece out of steel.
The present rallroad known as the Cass Scenic

\section*{Virginia for employment.} We are thankful for all the good football players urnished to Webstef Springs High School: Jack Nutter, Jim Lough, Grant Lough, Jim Arhongast, Ricky and Larry Cutlip. Joe and Phil Harris, Brack Davis, Ei Fincham, Duck Lipscomb, Clyde and Durward Leuikart, Dick and Argel Smith, Walt Helmick, and Frank Darko from Jerryville

We are proud Curtin sent us Grant Winkler, who works for the State Proad, Cecopge Crislip. our banker, his wife, a teacher in the local high school, and marny othen in all walks of life. I wish for the Parder Carrin Lumber employers of bywone years. and perwent day employesa, thany years of grool tealth and ascaes.
P.S. Put a topy of this utury in die arric or unser the lowd, and fiogert all the ewasers I write omke a eark and perfection is a twit क्ता tomert

Thy kignes Na: 12 and 13
(150 ton) wrre uted exeluaively of the elider
mits twith fetrift malinis two and sometimes thire tips in 24 hours. The CSt O from Roncervert to Durbin rook 100 ars of lumber, pulp and tanned bark, from Case almost Vireinia and Luke Lake. Maryland Mr. Cood, who was one of the engineers on chis rus for years cemembers the old supply him as much as possible There were so many people trying to travel from spruce to Cass, it was
dangerous riding on the loge cars. Thirteen were all they could haul and ger through the switch backs and they used a brakeman for every two cars. He said the supply car und log cars were overloaded with berry pickers in the summer and during the fall and winter. Mr Good's wife, still living in Cass, ran the last boarding house ar Spruce of Cheat Junction from \(1941-1946\), and that was
the last of the buildings at the last of the buidings at
Spruce. Cheat Junction was Spruce. Cheat unction was
the taflroad junction berween Slaty Fork and Ekins. The steam Malley
of the Western Maryland Railroad scopped far water, coal and orders. It was an enjoyable place for railroad workers to relax and assemble history of
railroas wrecks, mow storins, and tall sales of hunting and tishing in that area. Mirs. Good telas a true
story of a snow storm story of a snow storm which is hard to believe but elements of the same storm were here in Webster Springs. Our very own people of this rown
were without water and electricity for one week and people from Upperglade and other parts of the and other parts of the
country were sidelined in Webster Springs from 2 to 5 days. The time was December 7 . 1944.
AlthoughI was in Germany at that time, I recall talking to many of our citiaens about their conditions during thas particular wock of by-gone history. Mrs Good said it started snowing at 6 a.m

December 7, 1944 and snowed 36 inches by \(11: 30\) a.m. It kept on snowing for a week and they kept keeping records. In three
fiom \(=20\) o hoor of too tilay fitar winu me
 lead encine and the the came in the windlow of the engine so bodly sthey had to stop and shovel the snow ouz of the ale. Mrs. Good said that during the snow storm they afways had
telephone connections telephone connections
with Fikins. The dd num with Elikins. The did num out of a lot of likems to eat and had to bake biscuits three times a day, It was an
epperience of a liketime Sherience of a liferime 14, and was stuck with 20 men and 2 women, anid han tix serntch the hottom of the harrel for food. Irlasted for a full werk and they al made it out in fine shape.
Frome the palk pa the troat Frote the thalk of the front Lumber Company comen Lumber company comes well they are apprectated by the younger generation and the public is unknown. One thing for sure comes to your mind when you to your mind when you
mention Spruce, it surely is the coldest and highest place in West Vinginia

A Trip To Bald Knob
spliked thy hat mod anar. and hesdied down ithtoseh
Randalph, Pendleton.
Cranit, Handv. Hampuhier. snd Jefferson countic: soward Baltimone in talk with Mr piflent of tilipy vice Maryland Railroad
refercoce to rouriar traia powible
 porwible connnectons whit The Cass Scenic Railroud The \(1: 2\) mile linking tract would somenect the Cas Scenis Ralfrond. the C\&6O and makes and the C8ilable and make service svaibine to tourinss that is
unbelicvable. If this shevald become a teality innatrat of a dream. West Virginia could be the grearisat could or the gecafcet staves in the nation.

I taiked wuth Mr. L.lace who gave me oply litule
encrumnemtrnt fomever he did listen to my story. Fing agreec to first hand. We were granted permission to take 8 couple of railresed motor cars on August 14, 1970
from Webstet Sprines to

Spruce, theough the sceric
on Slertapd frum Retpor to Slaty Fati, to Serpue W. Were honornd to have Mr Uiterfacle, trainomaniz of the Elhinslinach, we one
of our irivers whe *yT accompanied by Stat Seroptor Mtr. Carl Cailier. tho is alas Seaste Chaitman of the Natural Mesources Commitree, and Mr. Role Phittipe, his the upcomine election of the upconsing election on
Noverober 3, 1970 . The yowes, energetic seacher Spring Hich Soll Welwerer Spring High School, Mr. as chotovisp, wat with us ent good onither, and he iss
 to Wetsier County citision
for the next ester for the next genetation. W were fortunate in. the servios of Mr. Phillip
lagdon of Plagdon of Alexandria. Yirginia, an employse of
\(\lim\) Comstock's and the "Him Comstock's and the "Hillfilly" This yourg man is just startiong in foumatism and. his first year as a writer, platos. errapher, and newvpaper iman. He was highly

Continued On Page 8


\section*{Coldest And Highest}

Having spent part of the past two months in Cass, WV and on occasions raking time out from work \({ }^{2} 0\) sit on the front porch of the old Company Store, which at one time was one of the biggest in the state and kept about anything you wanted, one hears the whistle of old No. 4 Shay engine purchased from Birch Valley Lumber Company, Tioga, WV and now used at Cass as a remembrance of old logzing days and as an excursion train for people from all over the U.S. and foreign countries. At the prosent time, old No. 4 serves as a training engine, training some young men as future engineers for the Cass Scenic Railroad when it is completed to Bald Knob. The No. 7 Shay encine, which recently visited the Mountain State Forest Festival, was purchased by the Natural Resources Department from Meadow River Company Rainclle. WV pap of the oricinal engines eft from the Mower faminer Company. Nurn: the II is lixiege comeplesely anolhacied ned witt fo maxdy for servace loy fore of 19el, They Nun I was dhe
many thousand feet of lumber was sawed in 24 hours ( 242 M feet). They all remember certain railroad wrecks and snow storms and about all ot them have been in the town of Spruce in its heyday, propulate 500 in 1914, boarding house, post office, school and Dr. Coffer and his pill bag and motor car.

Mr. Walter Good, railroad engineer on the Spruce line from 1927 until 1960, can give you as much or more information as anyone in Cass. In fact, he was the engineer for No. 1 to Bald Knob when the politicians and Mr. Barron took the last ride. He recalls a wreck on the run around in Spruce with a 700 Malley belonging to the Western Maryland. He was running Shay No. 12 , reversing the bar. The 700 hit him again. Shay No. 12 was never run anymore. He said it was really sad to see such a good engine be cut up for junk, as the Mower Lumber Company Engines Nos. 2, 3, 8, 9, 10, 11, and 13 got the same treatment later on. He stated to me that he had a Shay engine off the track as many as 12 smes is one day.

Aa you know, Mower
maber Company had

Shay engines No. 12 ats ( 150 ton) were exclusively on the , mile being rebuilt \(m\) : two and sometimes trips in 24 hours. C\&LO from Roncery Durbin took 100 c lumber, pulp and i bark, from Cass every day to Covi Virginia and Luke
Maryland. Mr. Goo was one of the engir this run for remembers the old car and tried tokee him as much as There were so mar trying to trav. Spruce to Cass dangerous riding cars. Thirteen we could haul and g : the switch back: used a brakemar two cars. He supply car and were overloaded pickers in the st an awful lot during the fall a

Mr. Good's living in Cass, 1 boarding house or Cheat Jun 1941-1946, an the last of the Spruce. Cheat the railroad between Slaty Ekins. The st of the Wester Railroad ste water, coal an was an enjoyat railroad work and anaemble


Sitting on the store porch, one hears wild tales of Thornt Hennings and Big John Cochran, as well as many others. Somehow they remember more about dances, fist fights, murders, and jails than about how
of wood, then go to the shop and with the help and advice of others, would cast the piece out of steel.

The present railroad known as the Cass Scenic Railroad, was a really busy place from 1906 to 1913.

\section*{Pardee-Curtin Lumber}

Continued From Page 6 about anything that you could ask for. The warchouse in Bergoo was equal to a large wholesale house. Potatoes and many food items were bought in carload lots.

The Pardee Curtin Store had many good store managers under Mr . Orkney: Doy Brannon, Parcoal; Brack Davis, Parcoal; L.B. Robinson, Bergoo; George Barnett of Camden on Gauley, Bergoo. The Curtin stores were considered among the best of company stores in the state of West Virginia.

It is this writer's opinion that Curtin was an excellent company. It is alwo this writer's opinion that every ton of coal and every board of lumber that Ifft Webster County aboudd have been taxed by the ton and board feet. The Fopadastion at Beryoo. No. 4, athel Thertos and Percoal wene powd people, who Warkmand for a livelitureal It is waharse ther hast te hepes the atuer of Weat

Virginia for employment. We are thankful for all the good football players furnished to Webster Springs High School: Jack Nutter, Jim Lough, Grant Lough, Jim Arbogast, Ricky and Larry Cutlip, Joe and Phil Harris, Brack Davis, Ed Fincham, Duck Lipscomb, Clyde and Durward Leuikart, Dick and Argel Smith, Walt Helmick, and Frank Darko from Jerryville.

We are proud Curtin sent us Grant Winkler, who works for the State Road, George Crislip, our banker, his wife, a teacher in the local high school, and many others in all walks of life. I wish for the Pardee Curtin Lumber employees of bysone years. and present day employees. many years of good health and success.
P.S. Put a copy of this story in the artic or under fle bed, and forget all the mistakse I write once a ewek and perfection is a fust mond to mes.
which is \(h\) but elemen storm w Webster St own peopl were with electricity 1 people fri and othe country \(u\) Webster §

5 days.
Decemb Although at that tirr to many about tl during th: of by-gor Good s snowin!

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liet Good. merer on the from 1927 en gue you as e information Cass. Is fact, Paver for Nia. ob whese the 4 Mer farroen ot mas. He \(k\) on ther fun race weich a miongery to Waryland He Piay No. 12 four. Thes 700 Siney tres 12 anymeate. He diy sud tas sue mequac ho cas is che Mawer pamy lirgines 2, 10, 11, and mes swowtruens mated to nue Shet setpene mex тhany as 17 ? fies
Bow, Whower mirime Ahat

Shay engines No. 12 and 13 ( 150 ton) were used exclusively on the eight mile being rebuilt making two and sometimes three trips in 24 hours. The C\&O from Roncervert to Durbin took 100 cars of lumber, pulp and tanned bark, from Cass almost every day to Covington, Virginia and Luke Lake,
Maryland. Mr. Good, who was one of the engineers on this run for years remembers the old supply car and tried to keep it with him as much as possible. There were so many people trying to travel from Scruce to Cass, it was dangerous riding on the log cars. Thirteen were all they could haul and get through the switch backs and they used a brakeman for every swo cars. He said the supply car and log cars were overloaded with berry pickers in the summer and an awful lot of hunters during the fall and winter.

Me. Cood's wife, still lixusey in Cass, ran the last bonerding howse at Spruce ot Cherat Junction from \(196-1946\) and that was the last of the buildings at Dowwin Chat /unction was

days it was up to the windows on the second floor of the bourding house. Mr. Good told me that they put two and three railroad engines together to plow the snow off the tracks. Mr. Good ran the lead engine and the snow came in the window of the engine so badly they had to stop and shovel the snow out of the cab. Mrs. Good said that during the snow storm they always had telephone connections with Elkins. The did run out of a lot of items to eat and had to bake biscuits three times a day. It was an experience of a lifetime. She only had bed room for 14 , and was stuck with 20 , men and 2 women, and had to scratch the bottom of the barrel for food. It lasted for a full week and they all made it out in fine shape. From the falk on the front porch of the old Company Store of the Mower Lumber Company comes many a good story. How well they are appreciated by the younger generation and the public is unknown. One thing for sure comes to your mind when you mention Spruce, it surely is the coldest and highest place in Weat Virginia

\section*{A Trip}

Some two week: grabbed my hat al and headed down Randolph, Pen Grant, Hardy, Hat and Jefferson c toward Baltimore with a Mr, Lili nresident of the
Maryland Rail reference to a tourist train Webster Spr Spruce, to Ell possible connect the Cass Scenic The 1.2 mile lir would connect Scenic Railr Western Mary the C\&O and \(n\) available to tot unbelievable. It become a realit a dream, Wi could be th tourist attracti states in the ni

I talked wit who gave ma encouragemen he did listen and agreed to lock first ham granted permi a couple of ra cars on Augu from Webste

\section*{Pocahontas}

Ore informaner
in Cass. In fact ingineer for No. Knob when the and Mr. Barron last ride. He eck on the run Spruce with a belonging to Maryland. He \& Shay No. 12 , e bar. The 700 n. Shay No. 12 in anymore. He cally nad to see engine be cut as the Mower mpany Engines 9, 10, 11, and arme troatment acamd to me a Shay engine as many as 12 day.

could haul and get through the switch backs and they used a brakeman for every two cars. He said the supply car and log cars were overloaded with berry pickers in the summer and an awful lot of hunters during the fall and winter.

Mr. Good's wife, still living in Cass, ran the last boarding house at Spruce of Cheat Junction from 1941-1946, and that was the last of the buildings at Spruce. Cheat Junction was the railroad junction berween Slaty Fork and Elkins. The steam Malley of the Western Maryland
Railroad stopped for water, coal and orders. It was an enjoyable place for railroad workers to relax and assemble history of railroad wrecks, snowhunting and fishing in that area. Mrs. Good tells a true story of a snow storm which is hard to believe, but elements of the same storm were here in Webster Springs. Our very own people of this town wert without water and slenctriciry for one week and people from Upperglade end oeher parts of the comuntry were aldelined in Webster Springs from 2 to

to scratch the bottom of the barrel for food. It lasted for a full week and they all made it out in fine shape. From the talk on the front gorch of the old Company Store of the Mower Lumber Company comes many a good story. How well they are appreciated by the younger generation and the public is unknown. One thing for sure comes to your mind when you mention Spruce, it surely is the coldest and highest place in West Virginia.
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\section*{Pacahontas County}

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railroad workers to relax and aseemble histiory of storms, and tali tales of hunting and fishing in that area. Mrs. Good tells a true story of a snow storm which is hard to believe, but elements of the same storm were here in Webster Springs. Our very own people of this town were without water and electricity for one week and people from Upperglade and other parts of the country were sidelined in Webster Springs from 2 to 5 days. The 7 time 1944 . Alhough I was in Germany at that time, I recall talking 20 many of our citizens about their conditions during thar particular week of by-gone history. Mrs. Good said it started sacaving at \(6 \mathrm{a} \cdot \mathrm{m}\).

Decomber 7. 1944 and suowed 36 inches by \(11: 30\) s.m. Ir kepe on anowing for 4 week and they kept iexpping reconds. In threr


Page 11

Hat up for tha on the second \(f\) the betarding: If. Good told me put two and three neines tascther to f snow off the ir. Good ran the ne and the snow se window of the hadly they had to whovel the snow cab. Mrs. Good furing the snow F always had - connections 2. The did run \(t\) of items to cat p bake buscuits a day. It was an of a liferime. If land room for stack with 20 , cores, and had we buottom of thowd. It lasted tw and they all in fine abape. * pot ine tront fif Complaty the Motowet wpresty sormes A story lhow of apporesiated gert pertentataons ic is untionowns.
ar sulte crottats
nd wheses yow wos, it sumely is and highoest ar Wirgitath

\section*{A Trip To Bald Knob}

Some two weeks ago, I grabbed my hat and coat and headed down through Randolph, Pendleton, Grant, Hardy, Hampshire, and Jefferson counties toward Baltimore to talk with a Mr, Liliac, vice president of the Western

Maryland Railroad in reference to a possible tourist train out of Webster Springs to Spruce, to Elkins, and possible connections with the Cass Scenic Railroad. The 1.2 mile linking tract would connect the Cass Scenic Railroad, the Westem Maryland, and the C\&O and make service available to tourists that is unbelievable. If this should become a reality instead of a dream, West Virginia could be the greatest sourist attraction of all the states in the nation.

I alked with Mr. Liliac, who gave me only little encourapernent, however, le did lioten to my stpry, phed agreed to egt wh take a kowe Torst hand. We were prasited portmisolion to take a couphie of railfond motor cars on Aleust 14, 1970 from Wetserer Springs to

Spruce, through the scenic wonderland from Bergoo to Slaty Fork, to Spruce. We were honored to have Mr. Utterback, trainmaster of the Elkins branch, as one of our drivers. We were accompanied by State Senator Mr. Carl Gainer, who is also Senate Chairman of the Natural Resources Committee, and Mr. Bob Phillips, his Republican opponent for the upcoming election on November 3, 1970. The young, energetic teacher from the local Webster Springs High School, Mr. Leroy Crislip, was with us as photographer, and he is a real good one. His pictures, on this trip, will be a credit to Webster County citizens for the next generation. We were fortunate in the services of Mr. Phillip Bagdon of Alexandria, Virginia, an employee of Jim Comstock's and the "Hillbilly". This young man is just starting in journalism and, his first year as a writer, photographer, and newspaper man. He was highly Continued On Page 8
by the younger generation and the pubtic is unknown. One thing for sure comes to your mind when you mention Spruce, it surely is the coldest and highest place in West Virginia.
who gave me only little encouragement, however, he did fisten to my story, and agreed to let ws take a granted permission to take a couple of railroad motor cars on August 14, 1970 from Webster Springs to

Jim Comstock's and the "Hillbilly". This young man is just starting in journalism and, his first year as a writer, photographer, and newspaper man. He was highly Continued On Page 8


\section*{Knob}
attraction. alweye kownd trom tiroughnd Sutes, is a f monder. As wey melk of almoer nolls prouch the in the Can No Tour. mees a thrilt the empineer tomers and cery day. © show, a a frew hot \(d\) up to \(a\) ry to all
crtain dey emember a chunch all game, ecture in cose, aby wht with 4Trent awe to od one rinted

\title{
The South Branch Valley Of West Virginia
}

\section*{August 14, 1963}

During the process of launching and running a

Virginia tags and they were state cars-probably some political parasite sponging
less a homecoming among the friendly people who migrated to the South

Valley is one of the great farming regions of West Virginia. The poultry

\section*{A Trip To Bald Knob}

Continued From Page 7 recommended by Mr . Comstock, and he is, in my opinion, one of the most classical writers on railroad history to come down the pike. His writing, on this trip, will be appearing in newspapers throughout West Vigginia, and in due time, throughout the nation--providing he doesn't become a second "Sheriff" Given and let his hat go to a size number 8 and want to run for Congress or move in on the New York Times for his first full time job.

Mr. E.O. Parker, a good looking, young track supervisor was the driver of the other motor car. He is a talented, slow, easy speaking. conscientious, railroad main, who believed in carrying out his orders on time. We were busy raking pictures, twopping and looking for wornic vieys that this fine young gentleman will never acoppr another assignment for a group of slap happy tourists sceking photoeyhera


This tourist attraction, a scenic train always loaded with people from throughout the United States, is a spectacular of wonder. As the \#7, a Shay relic of logging years, almost stalls as they approach the steepest grade in the Cass Scenic Railroad Tour, all aboard experiences a thrill; a thrill which the engineer gives his customers and photographers every day. A shrill whistle, a show, a ring of smoke, a few hot cinders, all add up to a lasting memory to all aboard.

We all have certain day swe will always remember. Maybe it was a church service, a football game, election day, a lecture in high school or college, a big contract, or a fist fight with the Honorable Curt Trent, or a bad story you gave to a newspaper, or a good one you failed to get printed, but Ausust 14, 1970 will always be a day of lasting memory with Mr. Utterback, Mr. Parker, Mr Gainer, Mr. Crislip, and the fine young writer, Mr. Phllip Bagdon. As we regroup the words, write the story, pound the typewriter, dig through nepets, notes, and the ditionary, make innumerable triephone calls, and burs the midnight oil, we recrive no pay and limle or ne hoval hats


\section*{The S}

Awgust 14, 19 During the launching and contracting bus period of years have the mem elephant, the Job, and the dream with heges that
first full time Parker, a good Mr. EO. Parker, a good looking. young track supervisor was the driver of the other motor car. He is a talented, slow, easy speaking. conscientious. railroad main. who believed in carrying out his orders on time. We were busy raking pictures. stopping and looking for soxht vews that this fine young gentleman will never accept another assignment for a group of slap happy tourists seeking photoErtwhers Department of Natural Resources was courteous enough to lend a helping hand. One of their old, International, beat up trucks picked us up at Spruce for the journey, 1.2 miles over the old disbanded railroad of the Mowery Lumber Company to old Spruce, and the 4 miles through the -nideeness and hunters puradise to Bald Knob.

The train loaded with tourists, belching smoke throuth the tall spruce, amid a stack of clicking eqmeras emerged under The Roxk Spectacular and Mald Knob sugn hanging to the locust trees some newney feet in the air (put there ofe Sarurday evening by "Sheriff" Oivein and becolber, R K . Given and Pat Elaick). This entrance ts (Gats and hald Kinob was a dream of feauty by some एक- "e withect. employed by Crisef and Daily. It was a monkettent of crief in Gomatertion, a paratmoxint

We all have certain day swe will always remember. Maybe it was a church service, a football garne, election day, a lecture in high school or college, a big contract, or a fist fight with the Honorable Curt Trent, or a bad story you gave to a newspaper, or a good one you failed to ger printed, but August 14, 1970 will always be a day of lasting memory with Mr. Utterback, Mr. Parker, Mr. Gainer, Mr. Crislip, and the fine young writer, Mr. Phllip Bagdon. As we regroup the words, write the story, pound the typewriter, dig through papers, notes, and the dictionary, make innumerable telephone calls, and burn the midnight oil, we receive no pay and little or no local help.

You can do little or nothing by yourself. I ask the people of Randolph, Pocahontas, and Webster to help themselves and help sell the idea of a tourist train from, Webster Springer to Bald Knob and from Elkins to Bald Knob. W§ have to do sorpething in Wepter Springs begides talk. We need a road up and down Elk River, the Salt Sulphur Wells and Baths restored and a daily fourist train from Webster Springs to Bald Knob. No ohe man can oo anytning without the help of the prople I ask your helpt

\author{
Sincerely. \\ D.P. "Sheriff" Given
} Th Augu Dut laund contr: perior have eleph: Job, drear hops event somet being and t recon book gener: As Comp end (Webs ial H request plastere Branch Virginia of na splendo of my which
broken, with a b had bee thing in besaty
oy onerint Uiven and brother, R.K. Given and Pat Elsick). This entrance to Cass and Bald Knob was a dream of beauty by some youre architect, employed by Grief and Daily. It was a monument of grief in construction, a paramount of beauty for the tourist.

Salt Sulphur Wells and Baths restored and a daily tourist train from Webster Springs to Bald Knob. No ohe man can oo anytnung without the help of the people... I ask your help!

Sincerely,
D.P. "Sheriff" Given

\title{
Asking Politicians To Consider Youth-CCC's
}

Continued From Page 9 are human and logical, it would appropriate money and put all these unemployed people to work, rebuilding the flood towns of W/V. However, it is not clear that the federal powernment is not going to furnish the appropriate help. much less provide jobs on the mass scale as the WPA. CCCisand NYA is the YO. This is what we seved asd ahould have.

This quer, 1905, has seen Bherifif Uaves sttrnding

youths. It has been a new style of writing, like steak sauce poured over my fountain pen; like ketchup, mustard or lettuce on the burger. It isn't so, writing style is a dish by itself. (lim Comstock - WV Hillbilly).
A good cook knows how to combine cooking, elements in the right amount at the right time with the rixht temperature, so this writer and citian has strived to makh words and sentenvs to put the prlitisian in the mood to cunatber my thome of \(\mathrm{CCC}^{\prime}\), thents. and WV unwertin mant.
requestel plasterer Branch Virginia, of nat splendon of my li which \(h\) broken, with a br had bee thing in been tt West V through and Da opinion about candidat 1964. T consider the Dem jumping with no ions as Republic Arch M Underw Blackwat of my and as 1 restaurat facilides bot, 1 th Blackw enjoyed ! United sporend

\section*{The South Branch Valley Of West Virginia}

Angwet 14. 1963
Darting the process of lounting and running a evntracting business over a period of jears, one must have the memory of an eliphant, the courage of job, and the desire to dream with imaginary bopes that he can eventually accomplish komething for the wellbring of his county, state and nation that could be recorded in the history books for the next generation.

As Given Construction Company approaches the end of another contract (Webster County Memorial Hospital), I was requested to recruit some plasterers from the South Branch Valley of West Virginia, which is truly one of nature's outdoor splendors. So with the help of my little yellow truck which has the windows broken, I was furnished with a breese that told me I had been missing something in all the years 1 had been traveling through

Virginia tags and they were state cars-probably some political parasite sponging a night's lodging.

At 11:30 p.m., I found myself on a moonlit night driving down the Canaan Valley on State Route No. 32 to Harman. There was no traffic and my memory drifted back to recent news releases of millions of dollars for the development of a tourist mecca for that particular area. I remember a few years back when we were building the school at the mouth of Seneca-I took the same ride in December during deer season and there seemed to be a tent pitched in every bend of the road with native citizens in quest of a deer. I drove real slow down the Allegheny Mountain to be sure of identification of a spot where a tractor trailer had wrecked and disposed of a trailer load of Campbell's Soup and well remembered a few young boys seven or eight years old talking about the
less a homecoming among the friendly people who migrated to the South Branch Valley.

Yesterday's sounds and today's in the unique South Branch of West Virginia, the sportsman's paradise, is 100 miles from city living. Yesterday's sounds were those of the fire crackling with smoke signals from the Senecas or Cherokees, and the Indian "wa" cry, along with the yelps of the dying wildcat just pierced from the flint of the stone carved from the rock formations you now see as you roll merrily through the historic valley with a high powered engine at your fingertips listening to the commentators' talk about the destruction of the world.
Today the South Branch

Valley is one of the great farming regions of West Virginia. The poultry convention (Chicken Pluckers) held yearly at Moorefield gives you a new look at industry. Poultry in the South Branch is big business and the Poultry Festival in Moorefield is a way of telling West Virginia their life story, their customs and traditions.

The Valley remembers the McNeill Rangers; shares its old style homes; displays its primitive antiques and civil war relics in the Petersburg Museum. Beauty is in the South Branch Valley; unique Smoke Hole and Seneca Caverns, and Lost River State Park. It is a great place for sight-seeing and city sick vacation seekers.


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4. theriff" Grven
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 regurseed for teectut sweme thbetevers froms the South Arwhoh Valley of twest Virginis which is truly one of nature's outdoor ariendors. So with the lelp of my little vellow truck alich has the windows troken. I was furnished with a lreexe that told me I had been missing somethins in all the years I had been traveling through Weat Virginia. I traveled through Parsons, Thomas and Davis sampling the opinion of the people about the hopeful candidate for governor in 1964. There seems to be considerable unrest among the Democrats and they are jumping from pillar to post with no definite conclus. ions as of yet. The Republicans are definitely Arch Moore and Cecil Underwood. I visited Blackwater Falls with one of my political enemies, and as I looked over the restaurant and lodging facilities and the parking lot, I then realized that Blackwater Falls was enjoyed by people from the United States. I only sported rwo cars with West
tripfrom of Che Durbin a to the Ohio final d with th backs steep cools caves
has been a nex ting. like stak mi over my n: like ketchap letrucr on the in't so, writing by itself. (lim WV Hithily)

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sworting cevt seascon and thert seimed to be a tent pitched in every bend of the road with native citisens in quest of a deet. 1 drove real slow down the Allegheny Mountain to be sure of identification of a spot where a tractor trailer had wrecked and disposed of a trailer load of Campbell's Soup and well remembered a few young boys seven or eight years old talking about the "Lassie" show and the different types of soupthey had never tasted before. That was some 10 years ago-those same young men are now married, in Uncle Sam's Army, or students in some college or university in preparation for the hard struggles of life for the next 40 years.

I slipped silently by the Mouth of Seneca viewing the rocks by moonlight which gives you the feeling "Indians" are still there watching every move you make. I drifted along the South Branch Valley carved through rocks of unique beauty into historic Petersburg where the TriCounty Fair (Hardy, Grant, and Pendleton) is held annually and is more or
the historic valley with a Beauty is in the South high powered engine at Branch Valley; unique your fingertips listening to Smoke Hole and Seneca the commentators' talk Caverns, and Lost River about the destruction of State Park. In isa great place the world.

Today the South Branch

for swhtseeing and city sick vacation seekers.



\section*{South Rranah Vallay Of West Virginia}


\section*{What A Ride!}

\section*{What A Ride!}

us tamous wateri) raeven worn six .ondertho of hard ear newly painted, clean, distinctive open car tourist train headed by the world's largest 100 ton Heisler steam engine-people clamoring for seats, many taking their very first ride behind steam, a mixed variation of passengers, newsmen, radio and television people, a sprinkle of real railrond buffs (approximately 40), civic clubbers, nature lovers, railroad executives, legislators, and state senators, all determined to have a real good time. It had been a big weekend for Webster County. The local people really had the "red carpet' ' out with local civic organizations presenting Webster County's statewide nature tours, with lectures, barn dances, ramp feeds, and a full three days of recreation for our out of county and out of state visitors. They had all enjoyed the train ride in many pictures and recordings of sounds of steam all along Elk River from Webster Springs to Slaty Fork. They had listened to the "best music in the world," the brass bell ringing, the whistle sounds of a "whipporwill", the dry river, an echo as you pass through a gorge or deep cut. The full steam ahead, the photo rounds, a whirling cloud of smoke and steam. cameras clicking away, a rewarding justification for Webster County and its congratulations and some serious doubts about future runs. The fog was so thick from Cherry Falls to Bergoo you could cut it with a knife. At the crossing one mile below Bergoo, a few white faced cattle were grazing gracefully. Only three short days ago their lives tails and heads were high in the air on the verge of stampede from the effects of the steam, black billows of smoke, and the shril whistle of Heisler \#6, for the crossing. I stopped at Horton's Store for a few fat Blue Ribbon cigars. He had sold completely out to the tourists on Saturday and Sunday.
By the time I passed the \#4 mine, the fog had cleared and there were many campers and fishermen all along the river. I noticed one gentleman drinking water from a creek on the lefthand side of the road. You could now see the snow lines about half-way up the mountains. I passed a small cemetery below the road, a big buck deer was eating grass from around one of the markers, he made abour six long jumps into the natural habitat or hardwood timber and his white tail vanished. I contnued up Elk acruss the Pocahontas Counts line and heade \(f_{\text {across Mt }}\).

Airy, three miles to Slaty. Airy, where 219 goes under the Western Maryland Railroad bridge, there is about one inch of the slickest ice 1 ever encountered on a highway. Two house trailers on this side of the bridge and a McCleen tractor jackknifed on the other side. The road had been completely blocked; a state road grader, and a load of salt cleared the road and 1 journeyed on to the Slaty Fork Railroad yard. "Doc" Carlson had oldHeisler \(\# 6\) snorting, smoking, and steaming. They are shifting to the main tracks, getting
ready for tour homeyard "Cheat Junction" and rtop at the end of the boarding house for water. On top of the water tank is about four tons of conl besides what is in the regular bin in preparation for our long ourney to Cass
We leave Slaty Fork at 9.35 a.m. with 200 lbs .of steam with whistles blowing everything, of full capacity. Some are in doube whether we can make it up Mt. Airy with seven empty cars, a seven empty cars, \({ }^{2}\)
caboose and 13 people. caboose and \({ }^{\text {Stewart Swink, a Cass }}\) Stewart Swink, a cass
brakeman, loses his pipe during the firs 1,000 feet.


Virginia. Formerly a logging railrood, this mauntain railrgad has en average grade of 4 to \(5 \%\) with sections up to \(10 \%\).
1. Kene Whelvater Nys ingo May 4. for the tallend of a kwecy making train ride wethes 100 ton Helsler H6 engorve horrowed from the Natural Resources Departtrent and the Cass Scenic Railfoad on our maiden rums of the WebsterRamdoloh Scenic Railroad. We are how on the return aiptrom Slaty Fork Ly way of Cheas Junction to Durthin arnd the interchange as the Chesapeake and Obio Railfoad and our fiasl dratination -Cass, wich thetir famocas switchHack:s and 1217 malies of anterp frnadrs and upequaked thatil ar-m wertritfar wera ther, teve:
ated omytatanding
 completed on Saturday and Sunday, May 1 and 2, the maiden runs of the Webster-Randolph Scenic Railroad with a sell-out crowd six weeks in advance. A fantastic short ride on Friday, April 30, by 2700 school children and teachers, the black billows of smoke, the whistle, the bell-a recreation of the 19th century transportation system.

The town was spruced. The local people had spent much time and many hours and was well organised for the big day when we could asy, "Welcome aboard the Salt Sulphur Special:"
(rvowe our fan car net distinct train he largest steam clamori taking behind variatis newst televi sprinkl buffs civic lovers, legish senato have: had be Webs peopl carpet organ Webs wide lectur feeds of res count yiaite

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What A Ride!
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 our tamous water.) A seven car newly painted, clean, distinctive open car tourist train headed by the world's largest 100 ton Heisler steam engine-people clamoring for seats, many taking their very first ride behind steam, a mixed variation of passengers, newsmen, radio and television people, a sprinkle of real railroad buffs (approximately 40), civic clubbers, nature lovers, railroad executives, legislators, and state senators, all determined to have a real good time. It had been a big weekend for Webster County. The local people really had the "red carpet" out with local civic organizations presenting Webster County's statewide nature tours, with lectures, barn dances, ramp feeds, and a full three days of recreation for our out of county and out of state visitors. They had all enjoyed the train ride in many pictures and recordings of sounds of steam all along Elk River from Webster Springs to Slaty Fork. They had listened to the "best music in the world." the brass bell ringing, the whistie sounds of " "whipporwill", the dry tiver, an echo as you pass drongh a porge or decp
tut Tle full womm ahen, the photo rownds, a whirling chonkd of sernoke atnd stesern, samperibt sinkify away, a ereseriluy juatification kur Ascieart Caximey and its local gas station) amid congratulations and some serious doubts about future runs. The fog was so thick from Cherry Falls to Bergoo you could cut it with a knife. At the crossing one mile below Bergoo, a few white faced cattle were grazing gracefully. Only three short days ago their lives tails and heads were high in the air on the verge of stampede from the effects of the steam, black billows of smoke, and the shrill whistle of Heisler \#6, for the crossing. I stopped at Horton's Store for a few fat Blue Ribbon cigars. He had sold completely out to the tourists on Saturday and Sunday.

By the time I passed the \#4 mine, the fog had cleared and there were many campers and fishermen all along the river. I noticed one gentleman drinking water from a creek on the lefthand side of the road. You could now see the snow lines about half-way up the mountains. I passed a small kemetery below the road, a big buck deer was cating trass from around one of the markers, he made foout six long jumps into the natural habitat or hardwood timber and his white tail vanished. I consinued up Elk activs the Pocahontas Count line and headut antime Ats

Airy, three miles roik. At mine wh Airy, where 2 under the \(W\) Maryland Railroac there is about one the slickest ice encountered on al Two house trailer side of the brid McCleen tracts knifed on the ot The road h: completely bloch road grader, and salt cleared the journeyed on tc Fork Railroad ya Carlson had old snorting, smol steaming. They: to the main tras

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Awr, sherer miles ect Slary
 Airy, where 219 goes under the Western Maryland Railroad bridge, there is about one inch of the slickest ice I ever encountered on a highway. Two house trailers on this wide of the bridge and a MeCleen tractor jackknifed on the other side. The road had been completely blocked; a state road grader, and a load of salt cleared the road and I pornered on to the Slaty Fork Rallroad yard. "Doc" Carlanen had old Heisier II6, seorting, smoking, and acraming. They are shifting to the main tracks, getting
ready for our homeward

"Cheat Junction" and stop at the end of the boarding house for water. On top of the water tank is a bout four tons of coal besides what is in the regular bin in preparation for our long journey to Cass.

We leave Slaty Fork at 9:35 a.m. with 200 lbs .of steam with whistles blowing everything, to full capacity. Some are in doubt whether we can make it up Mt. Airy with seven empty cars, a caboose and 13 people. Stewart Swink, a Cass brakeman, loses his pipe during the first 1,000 feet.

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"Welcome aboard the Sulphur Special:".
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\section*{Only 86 Miles From Flatwoods To Cass}

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F you are interested in anngues, stop at Tommy Dokene' Aucrion House. Ther gather every Sarurday
nath at 7 pm from five countier in WV, Upahur. Lereth. Arastion, Gilmer. and Weluter. If is the socia event of the werk, and evervbody has a pood time. Thes sell, buy and trade Ther have heen atit so lons they are no longer they are no longer mateucs. They are all uanness and competition to one another. A sale, a social event, a WV historical event by the real mountainers of WV.
You pass Holly Gray Ark, Braxton County's 4 H Club grounds and Braxton County's sirport and home of Sutton I ions Club and Braxton Count
ys yourly homecoming. \(A\) the upper end of the airport, you take the Dyer Hill Road to Braxton County's beautiful marcon, shell-pink red brick health center. Next you pass the Morrison United Methodist Church, black top entrance, brick pario with four picnic tables with benches, a beautiful well. kenches, a beautiful weilkept cemetery amid an cak
grove, a great setting for a grove, a great setting for a
country church. You country church. You
journey on past the ourney on past the Newville Road, home of Tom Gillespie, farmer, logging contractor and ; reat step on the WV Midland Railroad narrow
gauge passenger train, also B\&\&O Railroad passenger train, from Clarksburg to Richwood. Next you pass the High Knob Methodist Church and cemetery buils in 1890 and rebuile in 950 whome church of Braxton County's honored Braxton County's honored citizen Wilkie Dennison of Cowen, farmer, commun ity newspaper reporter uilder of fiddles Although a stone's throw from the Mount Hebron United Methodist Church on the Corley-Caress Road, he hitch-hikes or walks the \(1 / 2\) miles on the old Braxton Turnpike to his home church a: High Knob. You pass Anderson's Taxidermy Mr Anderson is really a carpenter. 1 don't know how he ever wound up being a saviour for biggame hunters. You approach Holly Junction headwaters of the Sutton Dam, where both forks of Holly come together. Six years ago, a railroad hub and busy depot when the narrow gauge passenger train out of Webster Springs made connection with the B\&O passenger trains out of Richwood to Clarksburg. It is now underwater and the site is known as Kanawha Run Trading Post. A country store. where people from allover the U.S. park their boats during winter season. It is now run by Shirley and Jim Bright. This is a good place
to spend the afternoon if you are a boat trader. You pass Thompson's, Holly Hole carmpsite. Thompson, a coal stripper and builder of Harrison County's super Bridgeport mall, is a former Webster County native You pass the New Hope Church of Diana, a Church of Diana, a people's church paid for
and erected by the citisens and erected by the citisens
of Diana. When you stop at of Diana. When you stop at
Bruffy's Store for gas and oil, you turn the corner and you are on State Routes 15 and 20, and the Webster Springs Turnpike, and Cool's Country Store, and the Diana Post Office, the Diana Post Office,
opposite Basil Cutlip's opposite Basil Cutlip's
hometown park. Mr Cutlip takes great pride in his job as park superinrendent. You are now 26 miles on your way to the 86 -mile trip to visit the Cass Scenic Railroad, and 9 miles out of Webster Springs, sometimes called Puzzle Hole because of Webster's three big mountains: Miller, Point and McGuire. You have to go downhill to get into Webster Springs and uphill to get out.
You are now 35 miles on your 86 miles to Cass. You are in Webster County, Webster Springs, county seat; 559 square miles population less than ,0,00. ay poputation 939: Mayor Cassandra Given; a small town with down to earth people. As you enter the ciry andeross
the Back Fork Ridge, on the left is Pat Skidmore's Service Strtion, across the strect he WVY Nis the Store and WV Liquor Gare and Chevrolet Garage. At the stop light is Murl's Restaurant. Turn right on 15 South is Hamrick's Restaurant and Service Station. You come Service Sal stop light, take back to the stop light, take State Route 20 and you are on your way to Valley Head. You pass the old Webster Springs Hotel, the bank, turn rightat the Sears Roebuck Store, and you see an excellent motel with reasonable prices, wh reasonable prices, the Mineral Springs Motel. On the left is City Hall. a wealth of information including a full list of high school graduate pictures of all Wesbter Springs High School, before consolida. tion. You turn around, come back to Sears Roebuck and stop, enter the Court House lawn, and help yourself to natural salt sulphur water, which some say tastes like rotten eges. You continue south on 20 past the Go-Mart which serves delicious sandwich es. Charlie Skidmore's Service Station, Foodland and Jimmy's Excron. You pass the entrance to Parcoal, Barton, Pardee \& Curtin Lumber Company deswhyarsern, chew Berneng coal town. You continue across Point Mountain, always fresh air, fog and cool nights through June, July, August and September. You stop at the country store and post office at Monterville. Gateway to Pickens, and

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always freah air, for and cond nights through and July, Ausuas and Septem fuly, August and Septembet. You stop at the country store and post office at Monterville. Gateway to Pickens, and Helvetia, where Di Cunningham, treated a lost cause for leprosy, and The Fun Place, a new ski facility for Webster County.

You are now in
Continued On Page 15



\section*{Page 14}

\title{
-Only 86 Miles
}

Continued From Page 1 like Ripley's Believe It or Nor. Logsing, trucking and sawmilling is the chief subject. It is the social gathering place for farmers selling timber. Sometimes they so back to the horse and buggy days, cross cut saws, horses instead of bull dosers, and trains instead of trucks and tractor erailers. Cogar's Restaurant is full of hardworking. honest people and a good place to stop for a country mal at rrasonable prices.
\(\$\) you are interested in astigaes, stop at Tommy Dobbing' Auction House. They gether every Sarurday
night at \(7 \mathrm{p} . \mathrm{m}\). from five counties in WV: Upshur, Lewis, Braxton, Gilmer, and Webster. It is the social event of the week, and everybody has a good time. They sell, buy and trade. They have been at itso long they are no longer amateurs. They are all business and competition to one another. A sale, a social event, a WV historical event by the real mountaincers of WV.

You pass Holly Gray Park, Braxton County's 4 H Club grounds and Braxton County's airport and home of Sutton Lions Club and Braxton Count-
y's yearly hi the upper airport, you Hill Roac County's oon, shellhealth cer pass the N Methodist top entrat with four 1 benches, \(:\) kept ceme grove, a g country journey Newville Tom G logsing great ste Midland

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gauge passenger train, also B\&O Railroad passenger train, from Clarksburg to Richwood. Next you pass the High Knob Methodist Church and cemetery built in 1890 and rebuilt in 1950-home church of Braxton County's honored citizen Wilkie Dennison of Cowen, farmer, community newspaper reporter, builder of fiddles. Although a stone's throw from the Mount Hebron United Methodist Church on the Corley-Caress Road, he hitch-hikes or walks the \(11 / 2\) miles on the old Braxton Turnpike to his home church at High Knob. You pass Anderson's Taxidermy. Mr. Anderson is really a carpenter. I don't know how he ever wound up being a saviour for biggame hunters. You approach Holly Junction headwaters of the Sutton Dam, where both forks of Holly come together. Six years ago, a railroad hub and busy depor when the narrow gauge passenger train out of Webster Springs made connection with the B\&O passenger trains out of Richwood to Clarksburg, It is now underwater and the site is known as
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You come Head, you turn 219 and Scenic \#55, one-half 1 pass the Vall
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Cutlip tak as park superintendent. You are now 26 miles on your way to the 86 -mite trip to visit the Cass Scenic Railroad, and 9 miles out of Webster Springs, somerimes called Pumle Hole because of Webster's three big mountains Mftler, Point and MeGuire. You have to \%o downhill to get into We elster Springs and uphill ho get out.

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You are now in Continued On Page 15

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\section*{The Country Store And Loafers Gawk!}

December 29, 1965
January 1966 has rolled around and one should be writing about the history of 1965, but somehow I wander to Camp Caesar where farmers gather to butcher. 1 haven't boen over this fall, therefore I have no fresh sausage or bacon and the liver we used to throw away. I remember the last time 1 helped butcher, someone asked
years later, I would be a years later, member of the West Virginia Legislature, writing for newspapers. appearing on TV and appearing on less running for Congress.

Far be it from me to try and turn back the clock. Civilized men make progress. We never sand still-we travel by 707 Boeing Jet from New York to London in eight hours. 1 to London in eight nours.

\section*{Only 86 Miles To Cass}

Centhued From Page 14
Rumbiph County, populasie 23, 734 and square miles 1.046 .34 , home of Oer Kump, great governor of 1935 and Wally Barron, 1960. How many great hatorial points is known masoeally for the yearly acate Forest Festival held prasly, the first weck in Octocer when Jack Frost has turned the leaves to brown, auburn reds, and yow know winter is on its *2y.

You come to Valley Head, you turn south on 219 and Scenic Highway 855, one-half mile, you pass the Valley Head

Restaurant, and Mingo named after the Indian tribe. A number of Indian statues are scattered throughout this area and they hold a yearly Wool Festival. You cross the famous Cheat Mountain, 11 miles to a sign pointing to Snowshoe. You stop at the Big Spring Restaurant and Store, and Ski Barn, Gateway to Snowshoe and Silver Creek ski ranges and the Cass Scenic Railroad. You take secondary route \(9,1 / 4\) mile passing the Big Spring Presbyterian Church. You will see about \(10-12\) horses in a field which belongs to the 152 -
room motel located at the Gateway to Snowshoe and Silver Creek ski ranges. A sign says Whistlepunk lnn, 6 miles, you continue onto thorny Flat Road, secondary rock base, 1/3 crossing Cheat Mountain, 7 miles to Buck Mt. Road, secondary \(11 / 2\) miles to Cass. You have now completed the 86 miles from 1-79 Flatwoods in Braxton County, to Pocahontas County, and Cass. You are ready to ride the Cass Scenic Railroed, which schedules, price of tickets, and other information appears in this paper.

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tien ther Valley liund
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information appearg in this pmpet.

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\section*{The Country Store And Loafers Gawk!}

Decmber 29, 1965
January 1966 has rolled around and one should be ariting a bout the history of 1965, but somehow 1 wander to Camp Caesar where farmers gather to butcher. I haven't been over this fall, therefore I have no fresh sausage or bacon and the liver we used to throw away. I remember the laat time I helped buecher, someone asked mer if I had any essence (ximerthing that made ouffer atfong, about the stoc of a can of senuff, 3 for 10 conea) left from my father's amerral store. We had athout anyelisife you askrd fian, from horscohoes to salt fab and fresh opareribs. I mally anjoned the farmers.
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years later, I would be a member of the West Virginia Legislature, writing for newspapers, appearing on TV and radio-much less running for Congress.

Far be it from me to try and turn back the clock. Civilized men make progress. We never stand still-we travel by 707 Boeing Jet from New York to London in eight hours. I traveled this year from Gharicaton to Postland, Oregon in six hours. This country is on the move and that's as it should be.

The modern store today-you stand in line, grab a cart, whisbang around in a mase of groceries, filling your cart as you go-everything is already packaged. You aerve as derk and you stand in line again to pay

The woune girls are maling the atrests with Wius. pink. and purpte hair. Mr. how nimes have chinged I thath till oer : "y.fer tald heat ere Ets cuive vines.

Hamese meth atarp what
teslly enjoyed the farmers. 1 knew which, one used Aleech-nut, Mail Pouch or Brown's Mule and each woman who used snuff and how they trusted me with their snuff orders. They knew I wouldn't tell snyose cloe how much they used of what kind.

It was pleasant to serve the farmer-to take his case, sinueng, Mayapplepoa targained and bartered and the farmer got what he wanted in the exact amount. Working in the atore during high school on Saturdays was a pleasure. They always asked me ahoort foorball and why I plaved such a silly game. The women came by horwhack with a sidesadtir. I always put the eroorries on the sidesaddle and hariped the women get ahoard, waually noisting the lworse's sall to make sure they got a grood start, never dreating that someday
around in a mazong groceries, filling your cart as you go-everything is already packaged. You serve as clerk and you stand in line again to pay.

The young girls are walking the streets with blue, pink, and purple hair. My, how times have changed. I think I'll get a wig-my bald head get. cold during winter.

Women wear starppointed high-heeled shoes which are certainly not built for comfort-looks like some women need to use a pencil sharpener in order to get their toes in the shoes.

They've moved the hemline on women's dressed up a notch and it's the style to show the kneecap. This doesn't make the women more attractive-it simply makes the street corner loafer gawk!

From sheriff Stiven 15091448 . U. 8 get di Farec Euempen Theoter 386 BOF , St: sotoo of., Endond, Froner, "Slenny 3n, De 1941 to \(7 \mathrm{wa}, 1946\) Salx) Wades Aum, Wiaster soung. W. Gainced Sone 20, 1984. W. Ua's 126 Biechdory.



This is the family of H. F. and S. R. Given. You may recognize my father and mother. The only other identification I make is D. P. "Sheriff"

Given, this uriter being on my mother's lap. The others are my brothers and sisters.

Anothe road sou distincti printed at Press tim gone, wh and what this the historical company railroad Virginia

The st have wr approve they brin interest, effort approva address Given, WV 26 \(\$ 15\) do you a d paper b

\section*{Another Railroad} Paper Has

\section*{Come And Gone}

Another all-time railroad souvenier of class distinction has been printed and in circulation. Press time has come and gore, what is said is said, and what is done is done. In this the closing of a historical railroad lumber compuany is dedicated to railroad buffs and West Virginia history.

The atories and history 1 have written will not be cppowned by all of you. If they bring pleanufe of some enterest, I foel the time and cifart wril done. For wrywowal, disspprowal, my address is DP. Sheriff Cives, Wetster Scrings, AV astinh Remivmber a \(\$ 15\) Ansaciose will bring
 jwent ing twhats mol. My
phone number is 847 5841.

For years I have adopted the philosophy of fun, endeavoring to work at and trying to show others the funny side of life, because there is so much sadness, so many heartaches and so many other duties that take up your time. I have used this philosophy on radio, television, and daily life.

And so with these closing remarks, thopethis historical railrcad newspaper has sakd something that you will like and theriah. If so, let me know. Whease put this copv in your ortse lifrary, Bible, ur attic. It could lo usefut in the feara aheal.

\footnotetext{
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Sxeriff Cowe
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\section*{Another Railroad}

\section*{Paper Has}

Come And Gone

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The Acha hotel, showt long afte-the-tact at 1968, was one of many establishments that catered to an often rough and reckiess woochick clientole whose sole pupose in fown was to blow her in. 'Originally the Central Hotel and last known as 'Eelle's Place' - this stucture - faced the bridge at the 90 -degree turn.
Now in its seventh yeat, the Town Walk's populority continues to grow. This seasor's guide, Phil Bagdon. was bitten by the Cass history bug back in 1965 on his second visit to the CSRR; his grosp of the "true hisfory' is insightful and entertaining. The 1996 tour is based an personal research, wi'hout reference to previous town wok presentations

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Statement of Policy Regarding The Equal Opportunity To Use Facilities and Participate in Programs Is the poicy of the West Vigiria Division of Ncturol Resources oprovide is tocities, occommodetions, services and programs to el persors without regord ta sex, roce, coloc, oge, reloion notiond origit, or onobing Proper icenses, regisrution end tonglonce with offical nules ond regulations ore the only The Viest Viginia Diveion of Noturol Resources is on equal opportunily empioyer:"
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Cass: A Work-in-progress


Above: Main Street 1974; waxways gone, fences going Below: Back Rows in 1968 with boardwalles stili intact:


When the mill closed in 960 , the town property os well as the plant itself-fellinto the hands of an off-shoot organization, Don Mower Lumber Co. which continued to rent company houses unti 1977. it has taken years to reach the current level of renovation and certainly, much work sti remains. The first five hcuses to be rented as cobins were opened in 1984; sidewolks and fences were rebuilt during 1986-87.

All pholos except front cover by Phillp Bagdon

\section*{References}

A large 1917 Cirkut photocraph, found in the tear of the Cass Country Store, is the best on-site visual relerence. Further study of Cass, and lumber mill towns in general, is avaliable via the following publications (handed in stores adjacent to the depot):

On Beyond Leatherbark The Cass Saga;
Roy B. Clarkson, McClain Publishing Co.,
Parsons: 2rd printing. 1994
Cass: A Brief History And Guide To A Lumber Company Town; George Deike, Cass; 1989
Tumult On The Mourtains: Lumbering in West
Virginis, 1770 -19200; Roy E Clarkson, McClan
Publishing Co, Parsons; 9th printing, 1992
Sawdust in Yours Eyes, W.E. Blackhurst (a novel) MoClain Publishing Co., Parmons; 5th printing, 1993

\section*{Cass Town Walk}
 massive pulpwood and lumbering operation.
In 1981, 96 structures here were placed on the National Register of Historical Places. For 58 vears. ending in 1990, Cass was a company town whose residents woke to a steam whistle. The sound of saws and fragronce of freshly-cut sow loges were aimost ever-present aspects of life to the lown's population (which during the peak years of lumbering. 1908-1920, was oimosit 1,800).
The Coss saga began in April 1899 when .ohn G Luke, a principal of The West Virginia Pulp \& Poper Co., bought 136 acres of bottom land from locol former Jacob Gum. Two years later, this property was comveyed to a start-up venture - The West Virginia Spruce Lumber CO - for the site of is mill, town and operating base. Nine years hence. WVSLbrCo was absorbed by Pulp \& Poper:' In 1942, the Chcrieston-based Mower Lumber Co. acquired the town as part of a lock, stock and bar rel deol for the mill, rallroad and lond holdings
Originally known as leatherbark Ford, during the period just prior to the coming of fimbering there were three small farms locoled where Cass and East Coss (first called Brooklyn) would arise. The town's name was given sometime during or belore May 1900 in honor of a Pennsytvanion, Joseph K Coss, who sold his paper mill to the Luke organization in 1899. Cass (1868-1938) went on to serve for many yeors as vice-president of WYPBPCo.

Coss Scenic Railrood State Park Coss, West Virginia

\section*{Cass Scenic Railroad . . . Park programs for a different kind of West Virginia state park}

Explore an old lumber mill town built between 1901 and 1908


The 'Big Store' plus specialty shops, 'Museum Row' and more . . .
A. Formar Company Store Complex Cass County Store (State Park Gift Shop) The Last Run Restaurant, Pocahontas County Toursm Commission Info Stand, Cass Wildlife

Museum, Cass Historical Museum

\section*{B. Cass Showcase}
C. Country Craft Junction
D. Lefty's Barber Shop
E. Something Special, Ltd.
F. Bear Essentials Tea \& Spice Shoppe
G. Westvaco Forestry House Exhibit
H. Shay inn Bed \& Breakfas!

\section*{State Park Lodging}

There are currently 13 hcuses - 12 in Uptown and one in the old company's management section - rented as park cottages for overnight and extended stays. (Numbered boxes)

\section*{Unrestored Dwellings}

Slated for eventual renovation are 20 company houses; these are scattered about town anc were in the worst shape when the State commenced renovation of the town. Rotted porches have been removed and roots stabilzed. (Clear boxes)

\section*{Private Residences, Misc.}

There are 11 houses occupied by state park employees and a few old-ime residents. (Dark-shaded boxes) Additionally, there is a house used by Park Howsekeeping, one that accommodates volunteers of Mountain State Railroading \& Logging Association, and one privately-owned. (Light-shaded boxes)

Town Wolk Highlights
1. Pocahontas Supply Company
2. S.B. Nethkin Co. Meat Market (now Post Office)
3. Original company office building site 4. Cass Hotel / Mountain Inn/Town Shop 5. Front Row (no street until 1925-26)
6. First church (now Community Center) 7. Masonic Building
8. Latter-era company gerage
9. City Council Chamber \& Mayor's Olfice (tcp floor): overnight lockup (basement)
0. Lower Alley (missing many structures)
11. The Pen ('milking cow jail')
12. Corrpany garage site

13 'Uptown Cass' - Luke Street to south enc of Company Property (just right of \#15 on map); 'labor force' family residences
14. Site of first schoolhouse (1901-1908)
15. Odd Fellow's Lodge Hall and '5810'

Kanes Grocery Store/ now storage
16. Emory Street: Named for Emory P.

Shaffer, the Big Boss 1900-1933
17. Methodist Episcopal South Church (1927)
18. Spruce Street - 'The 'Back Rows' 19. Site of second schoolhouse (1908-1915) 20. General Manager's residence, 1933-1960 21. Ascent of Big Bug Hill
22. Dr. Uriah Hannah's office, 1913-1943
23. Doctor's home, 1902-1943 24. Pocahontas Hospital / first E.P. Shaffer residence / Boarding House
25. Luke House / second E.P. Shafler residence / 'Clubhouse' (1933-1960)
26. Horse barn stone foundation
27. 'Aerial walkway' inexact replica 28. Site of S.B. Nethkin \& Co. ice plant 29. Company hay and grain barn (1919) 30. Company Store retal coal bins 31. Retail coal scale shed

East Cass logger's entertainment zone (a.k.a. Brookiyn, Heli's Acre)
II. 'Big School Housa' (built 1915-10)
II. Slab Town company section - dwellings for subsidiary's extract plant, 1914-1925
Bolunk Hill - once an anclave of italian,
V. Bohunk Hili - once an enclive of about

17 privately-owned houses, one survives

Late, great shop (1923-72)


Abert: The secand Cass shop in 1965 at age 42
falcer Five dayt alter the May 23, 1972 fire


The first shop, built in 1901, was single-trock and capable of servicing two locomotives simultaneously. It was replaced in eorly 1923 by e significantly lorger grouping of connected structures. To CSRR-era rollfons, overheod belt-drven machinery and four decodes of clutter made Shop No. 2 akin to a beloved old friend
The mojor factor in replating the 1901 shop was West Wrginia Pilp \& Poper Co's ordering of No. 12, a monster Class C Shay I154 tons as built by Lima Locomative Worksil. Apporently dearance prohibited occess; it was too big to fit inside.
The 1922 bloze which leveled the bond sow and planing mils significantly deloyec completion of the new shop and foundry/pantern house complex. By the time work hod resumed, the first of numerous tower skidders hod been ocquired; thus, as completed, the north bay's upper end sporled o poir of 25 -foot doors to occommooale these steam-powered high-lead logging devices. The " 50 -wear shop' was built of the same surplus Warld War I corrugated sheet metal from Fort Meade Morytand used for the 1920 mill boiler house as well as the hoy/grain storoge farility lloday's Coss Showcosel.

Ruins of the big Cass Mill


This 1971 view shows the south end of the ruge mill complex with C\&O tracks in left foreground. The floor ing storage buldng's surviving brick fire wall is vistble First of the complex to 00 was the end of the planing inil (at right), which collapsed in 1974.


Both photos by Pilip Bogdon
Shown above is the 'short side' of the doubla bandsaw mill as it appesred 24 years ago. The carriage ran back and forth on its 'shotgun feed' (left freground) with the band saw itself formerly situated in middle trame. Fire levaled the bandsaw mill in 1982; four years earlier the planing mill and flooring storage buildigs went up in smoke.
Phil Bagdon, CSRR State Park's Seasonal Historian and 32 -year vateran of the Cass Expariense, rad big fun while exploring and photographing the mill com: plex between 1974 and 1976. Looking back somewhat in horror, he is hankful not have bought the farm' by laling through a soft, rotted foor,

Statement of Policy Regarding The Equal Cppertunity To Use Facilitios and Partiel pato in Programs It is the policy of the West Virginia Division of Natural Resources t provide is foclities occommodations. senices and progroms to al persons without legard to sex, race colar, oge, religion, national origin, or disobility Proper licenses, megistration and compliance with afficio wies and regulations are the only sources of restrictions

The West Virginia Onficon of Natural Resourns is en equal opportunity employet

\section*{Cass Shop \& More}

\section*{Top Of The Morning Tour} Behind-the-scenes Shop Tour P.M.

Locomotive repair and maintenance requirements of a steam railroad call for not only a well-equipped faclity but olso an experienced shop staff. The Cass Scenic Railroad is blessed with toth. Throughout the year there is octivity here: during the 'off season,' rood crew personnel - conductors, engineers and firemen join the regular shop employees to comprise a 14 -man work force.

With former Western Maryland No. 6 the last Shay built and second largest out-shopped by Lima Locomofive Worksi, finclly out after over 30 months of heory repair, work has just started cn a replacement flue sheet for the oldest Cass Shay, No. 5 bbuilt in 19051. Upcoming projects include a new boiler for Heisler No. 6; and "from ground up" renovation of CImax No. 9
Today's shop was placed into service during 1976, four years after fire distroyed the 1923 complex. The adjacent car shop was erected in 1973 to meet the interim repair needs.
There's more to the Top Of The Morning Tour and Behind-the-scenes Shop Tour, PM. than just an interpretation of the shop: the saga of locomotive repair is part of a walking tour which includes a look al the mill ruins and an array of motive power on the yard's dead line Please refer to Th/s Week At Cass - available in brochure form at the depot ficket office - for the park's schedule. All supplementary progroms are offered free of charge.

\section*{Cass Scenic Railroad State Park Coss, West Virginio}

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Cass Scenic Railroad . . . Park programs for a different kind of West Virginia state park

\section*{A grand heritage In a modern wrapper: The Cass Shops}

Solety fist is procticed here: You ore asked to watch your step and keep tabs on all small children!


\section*{Active Power}

Shey No. 2 (o'n 3320, 1928). Pacific Coast Model - 96 tons*: superheated, the only PC built as a wood-burner; logic influanced its conversion to oil before operation in British Columbia as Mayo Lbr. Co. No. 4; then Lake Logging Co., It. No. 5, Westem Forest Industries No. 5, and Railway Applances Research (Vancouver Wharfs Ltd.) No.114; came to Cass in 1970 and made its debut during Railian Weakend 1972, grates converted for coal burning in 1985.
Shay No. 4 (c/n 3189, 1822). 70-tons*; originally Birch Valley Lurber Co.. Tioga (Nicholas County), No. 5; involved in a nunaway wreck which scalded four men to death in 1941 inbuat, then acquired two years later by Mower Lumber Co. it was not only the last logging Shay here, but also the first load engine of the Cass Scenic R.R.; in 1993 a thorough shopping was completed; with the reopening of track to Bald Knob, No. 4 will likely serve as the pusher (helper) engine.
Shey No. 6 (c/n 3354, 1945). Lima class 150-3, superheated; the last and second largest Shay built; plans of 'Cass No 12 - in its original, 154 -ton* 3 -truck form - were used as foundational design; pulled coal on the Western Marpland's

Chaffee Branch for only a few years; displayed in Battimore at the B\&O Railroad Museum for over 25 years before coming here in 1980 (in a long-term trade for Shay No. 1 and Porter 0-4-OT No.714); in 1981, operated for the first time in 28 years; used sparingly until service on the Cass-Durbin Run (1984-85); extensive shopping removed it from the roster for two full operating seasons; reassembled, Big 6 spent part of August on the upper shop track for firal painting, then returned to the main repair facility for lettering, and thus fired up for testing, then put back into service; it will run this fall, at least periodically, on the Cass-to-Whittaker turnarounds.

\section*{Shopped Power}

Shay No. 5 (c/n 1503, 1905). 80 tons*; came to Cass new for the Greenbrier \& Elk River, West Virginia Spruce Lumber Co.'s railroad out of Cass - the oldest and longest operating Shay here; its cylinders were cracked in 1958 while serving the mill's dry kiln plant as a steam source, thus was inoperable when the State acquired the railroad in 1962; after repair, it was put into service three years later; No .5 is out of service this year for a flue sheet replacement; \(t\) will be back in service for the May Railfan Weekend.

> What's
> in the Shop

\section*{The Dead Une}

Todays deod line track came into wxistence in
1973 with extension of the coaling siding. The upper end of the original yerd track (now used for parking excursion trains) was Mower Lumber's dead line - where No. 12 (the largest Shay evar to operate upon conversion with C8O 150 -ton lour-tricker) sat for about 15 (exprior to scrapping.
In order from the lower end of the siding are: Helsler No. 6 (c/n 1591, 1929). 90 tons'; one of the largest units out-shopped by Heislor of Erie, Pa.; originally served Bostoria Coal and Clay Products of New Bethlehern, Pa., then spent over 25 years in Greanbrier County as Meadow River Lumber No. 6; came here on its own power in 1966 and went into service during Bald Kncb Inaugural Weekend (May 1968); out-ol service since June 1995; needs a new boiler
Shay No. 36. (c/n 2804, 1916), 7 ) tons*; built for an Alabama logging enterprise; spent about two decades in West Virginia - first with Raleigh Lumber Co. (Glen Morgan), then W.M. Ritter umber Co. (Oxiey and Maben); in 1942, moved by Ritter to Now River, Tennessae where it later havled coal as Brimstone R.R No. 36; came here nine years ago; because of size and age likely to remain on the dead line for some time. CIImax No. 9 (s/n 1551, 1919). 70 tons*; built by Climax Locomotive Works, Corry, Pa., for the Moore-Keppel Co. (Randolph County) and las used to pull coal on the Middie Fork R.R. arrved here (1970) in ragged shape; a new boil er found in Canada combines with the shop force's long-running interest in teckling this project to make the future brighter than might be expected Irom its derelict appearance; if everything goes well, it may be on the road in 1998. Shay No. 7 (c/n 3131, 1920), 70 tons \({ }^{*}, 1 \mathrm{irst}\) used by Raine Lumber Co, at Cloverlick (Pocahontas Coanty): In 1930, moved to the Raine family's Greenbrier County job - Meadow River Lumber Co; came here on its own power in 1964 and ontered service the next year; becs or problem, hasn't run since 1970.
Baldwin Rod Loco No. 612 (o/n 69858, 1943). Built for the U.S. Army Transportation Corp and operated at Fort Eustis, Va as the 'Johnny D. Buruss' until 1971; this 2-8-0 'Consolildation' has never run here - until the 1985 flood which anced Duibin Runs, it was ideal candideta as the water level route's future power.
- Factory designation. Engine weighed more in operating condition (coal, water, tools, etc.).
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The mut pagise adation lio park program efferinos. the thes or fhe Moring fouk atfords a visit to the Whair ahoct ant tratd me followed by the ocoortuIty 11 with trant being prepared. Since 1963 , this dive of dey has been a favorte among raivans. fimpeneranve of the action, Heslec No. 6 steams and amwins - it ip back in 1971


Nis - - Ms nevanth year the Cass Town Wailk's pop Now in ics severth year, the Cass Town Waik's pop Alarty corsinues to grow This season's quide, Philip Baydon, mas berten by the Cass history bug back in iN15 on his second vist to the CSPR and has been decchering myih from reality ever since; his grasp of the true history is both insightful and ertertaining. The tour is bised on personal research, without relerence to previous town walk presentations.

Statement of Polley Regarding the Equal Opportunity To Use Facilities and Participate in Programs Fis the polcy of the West Vaginic Division of Nctural Eesources b provide is fodities, occommodations, services and progroms bo persons without regard to sex, race, tolor, oge teligon notional origin, or dispblity. Proper kenses regatrotion ond complance with officia rules and regulotions are the only sources of restricions for fodity use or progrom porticipotion
The whst Veginie Division of icturol Besources is an equid opportunity employer.

Whittaker Camp No. 1

\section*{Now at Whittaker Station}


Winter Cheat Mountain log camp sceno, about 1950


Despite losing operation on the upper half of the Cass Hill to Jonuory's flood, a memorable ride awaits you on the CSRR - to Whittaker Station, site of the new Whittaker Comp No. I display. Rail equipment and structures representing various facets of West Virginia logging con now be inspected during the 20 -minute stop. An interpretive tour is offered of comp cars and shanties, diesel loader, four wheel log train coboose and portoble high-spar steam skidder. Whitfaker Camp No. 1 is on on-going project which has involved thousands of volunteer hours by the members of Mountain State Rai road \& Logging Historical Association, a non-profit organization based in Cass.


Where History Comes Alive! This Week At Cass


Free Supplementary Programs Cass Scenic Railroad State Park
September 23-29, 1996

\section*{Get behind the scenes with steam}

\section*{Top Of The Morning Tour} 900 - Fit Sat, Sun
Stert at the depot for this 75 -minute, 1 -mile walking our. Whar shoes that you dori't mind getting wet.
- Alhoigh the highlight elements af this walk are the repor shop and steom locomotives being prepared lor senvice, we begin by toking a look at the lumber mill. on integral part of the bigger picture - once one of the states mast productive double bandsaw and pioning mill facilites as 'second boat' to the logging operation's primary charge of furnishing pulpwood. ano the yord itself - using the ready track's in-steam power as examples - we pause to discuss Ephraim Shoy's break-through design for logging locomotives. Moving onto the dead line, we look at a Heisler and a Climax, then compare these geared designs with two Shays and a Baldwin rod engine.
Aher peeking inside the car shop, we enter a world cf gearhead delight. No two days are the same in our moin repair faciily, where aftention has furned to instoling a flue sheet in Shay 5. Affer watching some repairs, we inspect the machining bay.

\section*{Behind-the-scenes Shop Tour, P.M.}
1:50 - Saturday

Meet at the depot for this 55 -minute, 1 -mile walking fout, which is simliar to the morning program Isee abovel, except we watch the 1:00 train pass on its return to Cass, then park The program concludes with ample fime for those riding the \(3: 00\) train to board. The tour is limited to 20 park visitors, sc pleose sign up at the depot icket office.

Cass Town Walk
11:15 - Saturday
1:15 - Fri, Sun • \(2: 15^{*}\) - Sun 5:10* - Friday
Meet on the Cass Country Store steps for a \(45-m i n u t e\) halt-mile swing through the old company tcwn.
Cass was the headquarters and focus of one of the larges lumbering operations in the state. Learn about this isolated industrial town's history, view its prominent structures, and hear about what life was like here \(80+\) years ago during the boam period.
- These tours coincide with the Cass Showcase program's conclusion and are thus subject to a 5-10 minute delay whenever a train returns late; kindly wait for your guide on the Cass Country Store porch.

\section*{Log Trains, Woodhicks \& More}

6:50 - Saturday (Dinner Train at. Whittaker Station)
On regular runs, there's a lot to be said about the loggers' lifestyle and timbering practices that can't be squeezed into the short presentation at the new raillogging display at Whittaker Station. To close out the Dinner Train season - and celebrate the rousing success of Whittaker Camp No. 1 (see back panell - Philip Bagdon presents an overview of logging railroads then turns the orogram over to Keith Norman for a leisurely, full-length interprefive walk. Before boarding the train, there will be a question and answer period.

\section*{Greenbrier SIding Deadline Stroll}

\section*{2:50 - Saturday}

Meet at the water fower, located up the tracks rom the parking lot, for this 30 -minute, 1 -mile walk - a continuation of the Behind-the-scenes Locomotive Shop Tour, P.M. program.

We walk up the former Chesapeake \& Ohio Ry Greenbrier Subdivision for a look at an array of non-logging rail equipment (including four firstgeneration diesel locomotives and a steam wreck cranel that hos sat on the old interchange/station siding for a decade. Along with some nice riverbank scenery are reminders of the Greenbrier's floodstage fury.

> There will be no programs on days the train does not operate

\section*{Cass Interpretive Programming}

West Virginia Stote Parks have traditionolly offered exceptional programs by seasonol naturaists. The Cass Scenic Railroad and the old mill town - historic subjects that they ore - coll for a different spin. Philip Bogdon is CSRR State Park's Seasonal Historion A devatee of Cass history for over 30 years, Phil has conributed his extensive reseorch to several publicotions and archives. In 1976, while interviewing old-timers associated with the bygone rail-logging era, he resided in Coss and served as a troin commentotor


\section*{}

Cass Scenic Railroad . . . Park programs for a different kind of West Virginia state park

\section*{Get bohind the scenes with steam}

Explore an old lumber mill town

\section*{Top Of The Morning Tour}
\$00 darly except Tues. Wed
Ment ar the sepot for this 70 -minute, Tvivie walking Aver Whar shoes that you don't mind getting wet form mevoning deve.
team about the Cass lumber mill, once one of the stom obs mat producive double bandsow and ploning stale s mast productive dovble bondsaw and to the logging operamill focilies as second boat' to the logging opera-
fon's primary charge of fumishing spruce pulpwood. Continuing to the yord, we watch Shays being prepored and discuss their foscinating design. Moving an lo the dead line, we look at a Heisler and Climax locomotive, then compare these geared engines with two Shays and a rod engine.
Aher peoking inside the cor shop, we enter a world of gearheod delight. No two days are the same inside our moin repair facility
Presentry, 162 -ton monster 5hay, "Big 6" lex-Western Marylandi is undergoing final assembly after heavy; shopping. Besides pousing to watch the work on No. 6, we inspect original Cass Shay, No. 5, and the shop's machining bay.
Viewing the doy's active CSRR power come to life and switch the yard rounds out the tour.
Behind-the-scenes Shop Tour, P.M.

\author{
1:45-Mor, Thurs
}

For those unable to 'early-bird-it' (see above), this 55 -minute walk is a repea program, except there ore no steamin', smokin' Shoys. The tour is limited to 15 park visifors, so please sign up at the ticket office.

\section*{Cass Town Walk}

1:10*- Sun, Fri, Sat 3:10* - Saturday
5:05' - Sun, Mon, Thurs, Fri
Meet on the Cass Country Store steps for this entertaining 30 -minute, halt-mile swing through the old company town - built between 1902 and 1908.
Cass was the headquarters and focus of one of the largest lumbering operations in the state. Learn about this isolated industrial town's history, view its prominent structures, and hear about what life was like here \(80+\) years ago. A tour brochure is provided for supplementary infarmaion about Old Cass and the park's on-going rennovation of the former company lown.
- These fours coincide with the Cass Showcase program's conclusion and are thus subject to a 5-10 minute delay whenever a troin returns lafe; kindly wait for your guide on the Cass Country Store porch.

\section*{Log Trains, Woodhicks \& More \\ 7:00 p.m. - Friday}

Meet on porch of the Cass Country Store for this 45-minute presentation concluding with a question-and-answer time. Featured guest is Keith Norman, Whittaker Camp No. I's interpreter. Philip Bagdon opens the program with an overview of the onceimmense Cass rail-logging operation.
There's a lot to be soid about the loggers' lifestyle and timbering practices that can't be squeezed into the short walk-1hrough presentation at the new Whittaker Comp No. 1 display, so join us for the rest of the story.

At the time of this 'compony photo in 1923, the second Coss umber mill idecidedly highech for its erol hod just been completed and was operating II hours doily except Sunday.

This photo ond top right from The tistoging souti Chear Iands by George Detre



\section*{Senior Citizens and Disabled Persons*} Van Tour
3:45* - Sunday and Saturday
For those unable to endure a half-mile walk, this 20 minute motoring version of the town tour is limited to 14 visitors. Reservations mustbe placed of the depot ticket affice by 3:30. Departure is from the fool of the Cass Country Store steps.
* Piease note that the CSRR Stale Park vehicle is not equipped with a handicap lift.

There will be no programs on Tuesday and Wednesday, July 30-31

\section*{Cass Interpretlve Programming}

West Virginia Parks have troditionally offered exceptional progroms by seasonol noturalists. The Cass Scenic Railroad and the old mill townhistoric subjects that they are - call for a different spin. Philip Bogdon is CSRR State Pork's Seasonal Hilstorion. A devolee of Cass history for over 30 years, Phil has contributed his extensive research to several publications and archives. in 1976, while interviewing old-fimers associated with the logging and roilroad ero, he resided in Coss and served as a CSRR train commentotor.

Structures utilized during both eras of Cassrelated logging camps (stationary and moveable), woods camp shanties served a variety of uses. Originally, 2 -story structures housed the wocd crews, while small shanties - like those above - housed skilled workers.
Introduction of camp trains ended the use of bunk houses, but the use of small shanties to house skilled workers - such as the filer (who house the saws and axes sharp) - continued until the mill's closure in June 1960.

\section*{References}

Further investigation of Cass rail-logging and West Virginia lumbering in general is avaiable via the following putlications on sale at outlets adjacent to the CSRR depot:

On Eeyond Leatherbark: The Cass Saga
by Roy B. Clarkson; McClain Publishing Co., Parsons: 2nd printing, 1994
it is cent

Logging South Cheat: The History of the Snowshoe Lands by George Deike, Cass; 2nd printing, 1993
West Virginia Logging Railroads by Bill Warden; TLC Publishing Co., Lynchburg, Va., 1993
Tumult On The Mountains: Lumbaring in West Virginia, 1770-1920 by Roy B. Clarkson; McClain Publishing Co., Parsons; 9th printing, 1992 The Log Train. Mountain State Railroad \& Logging Historical Association's quarterly journal has published a vast array of material for over 12 years. Back issues are handled by Country Craft Junction.

\section*{Aerial Log Skidding}


With tower standing 96 feet above its base, Meadow Aiver No. 1 was the largest 'portable high steel spar skid der' to operate in the East. Here, it is working a set northeast of Anjean in June 1956. To the rear is a 'lowside coal tender and the diesel log loader (now also a Whittaker Camp No. 1) - which is spotted for resupply. Pholo by Wally Johnson, MSR\&LHA 1993 Calendar

Introduced on the Cass logging job by West Virginia Pulp and Paper Co 'portable high steel spar' (tower) uid and initilly reached timber that was inaccessible ionders initially reached timber that was inaccessibie to horse teams due to terrain and/or distance. Five second-hand steam skidders were acquired between 1922 and 1928. Skiddng became the primary means of moving logs to rail loading sites after Mower Lumber acquired the operation in 1942. The final 'skidder set' was located at Old Spruce, after depleting timber atop Bald Knob in June 1960.
Tower skidders were used by several of the larger West Virginia rail-logging enterprises. Although all remaining 'Cass skidcers' were scrapped in late 1960 and early 1961, the State Park is blessed with a truly beefy example - built by Meadow River Lumber from beefy example - built by Meadow River Lumser ina's 'stock parts' in 1944 and donated by that cormer, Georgia-Pacific Corporation, in 1972.


In a Cass-related skidder diagram, a 'trip of logs' is en route to the railroad landing from the tail tree. Meadow River No. 1, the display's skidder, was capable of bringing in logs at a minimum of 50 feet off the ground from up to 3,000 feet away.

From Logging South Cheat The History of the Snowshoe Lands by George Deike

\section*{Whittaker Camp No. 1}


After serving for 32 years in the woods of Greenorier County, this Meadow River Lumber Co. diesel log loader - shown here with the jcb's Shay No. 5 near Anjean, c. 1955 - is now one of six pieces of rail-logging equipment at CSRR's Whittaker Camp No. 1.

Photo by Bernard J.Kern, MSRLHA 1993 Calendar
Whitlaker Camp No.1, new for 1996, compliments your memorable steam-powered ride over a former logging railroad with a glimpse into the heart of the matter - the high-volume timbering which spawned the immense rail operation (at its peak more than 130 miles of mainline and woods spur track).
This display offers not only a look at rail-logging equipment, but also relates the routine workaday lives of those stalwart men who labored in the woods and thus made West Virginia's tumultuous lumbering era possible.
An interpretive commentary is offered five days a week; at other times, CSRR passengers are invited to explore Camp No. 1 independently via interpretive signs which offer an overview of life in the woods and techniques for bringing in saw logs.

Cass Scenic Railroad State Park Cass, West Virginia

The latter-ara camp trains


Nenh oondicons ave expmplified by this scene, c, 1950.
Phots iy Blive Crikiard George Deike Collection
In 1945, ater more thon 40 years of occupying fwostory bunihouse quarters, rugged woodhicks' working on the Cass job found themselves adapling to a ner form of accommodations. Soon after Mower tumber Compony bought out the Cass operation, find Weber - the new general manager - instituted comp toins to cut expenses. Weber came from Meodow Rver Lumber Company, based in Rainelle, Greenbrier County, where this housing practice had been institued in the early 1930 s.
The Cass shop commenced work on the camp sets in late 1944, a total of 17 cars were constructed from logging flatcars. Mower camp trains consisted of 3 -10-4 bunk cars, alobby car, dining car and kitchen car. Between 1945 and 1956, there were two camps in operation: then, for the last two years of rail-logging. there rempined one moveable grouping.
The last original camp car, No. 419, now a combined lobby/bunk rendering, is joined by a facsimile created in 1980 disployed as a combined kitchen/dining car.


Prill Bogdon Collection

\section*{In brief: The Whittaker Camp No. 1 Display}


Whittoker Comp No. 1 is on besides orants ond generous private financial support. privole linancial support volunteer hours by members of the Cass-bosed Mountain State Roilrood \& Logging

Historicol Associgtion.
Interpretive services ore provided in affiliation with the West Virginio University Department of History's Public History Progrom.
For information obout Mountain State Roiltroad \& Logging Historical Assoc. please write P.O. Box 89. Cass, WV 24927.

\section*{Rall Equipment Roster}

Kitchen/Dining Cor (4). Built from one of the remaining Cass logging flatcars, this is an adaptation of the kitchen and dining cars of Mower Lumber Co. camp trains.
Camp Car No. 419 (5). A former West Virginic Pulp \& Paper Co. logging flat fabricated into a bunk car by Mower Lumber Co.'s Coss shop in early 1945, No. 419 was part of the lost camp train in 1960. Its side door was added in 1969 while serving as CSRR's 'sand house.'
Diesel Log Loader (6a). Built in 1939 by Meadow River lumber Co's shop in Roinelle, this large, powerful 'long tree' device was active until 1970; it came to Cass in 1972.
Skeleton Steel log Car (6b). One of 24 such cars donated to CSRR in 1972, Meadow River Lumber ' \(\mathrm{B}-12\) ' now corries the log loader. Mony of the current excursion cars were buill from these MRLbrCo steel skeleton log cars.
Standard Steel Logging Flatcar (7). This 40 -foot flat, used by Elk River Coal \& Lumber and its successors, wos one of several cars donated by Georgia-Pacific Corp. in 1967. For about two decades it served as a Bold Knob all-weother car before being retired due to a bad axle.

Four-wheel Caboose (81. This bobber rode the rear of \(\log\) trains out of Swandale (Clay County), where its losi owner, Georgia-Pocific Corp., was preceded by W.M Ritter Lumber and Elk River Coal \& Lumber companies Built in the 1880s and believed to be of Coal \& Coke or Balfimore \& Ohio ancestry, it was donated in 1964.
Lidgerwood Skidder (9). Home-buill by the Roinelle shop from Lidgerwood parts in 1944. Meadow River Lumber Co. No. 1's service ended when it failed boiler inspection in 1966; it came to Cass six years later. Double-heading Shays brought the Lidgerwood to Whittaker in 1993; considerable work remains, including roising the tower.

Skidder Tender (10). A representative cool-supply cor for the skidder is slated to be installed here in the near future.
Wood logging flatcar. There were over 200 of these \(40-\) fool flats used at Cass by West Virginia Pulp \& Paper during the lumbering heyday. Port of the original CSRR excursion train and the only extant 'native' log cor, it is currently spotted on the old compony store siding lead in Cass awoiting restoration by MSR\&LHA volunteers.

\section*{The late, great old shop}


Acose. The second Cass shop in 1966 at age 43 Brown: Days alter the fire of May 23, 1972


The first shop - built in 1901 - was single-track and capable of servicing two locomotives simultaneously. It was replaced in early 1923 by a signifcantly-larger sel of connected structures. To CSRR-era railfans, Shop No. 2 was akin to a time machine in terms of its overhead belt-driven machinery.
A major factor in replacing the 1901 shop was West Virginia Pulp \& Paper's Co.'s ordering of a monster Class C Shay 1154 tons as built by Lime Locomotive Works - rostered as No. 121; apparent y clearance restriclions prohibited access. It was too big to fit.
It is cerfain that the 1922 blaze, which leveled the band sow and planing mills, significantly delayed completion of the new shop and foundry/pattern house complex. By the time work resumed, the first of numerous fower skidders had been acquired; thus, as campleted, the north bay's upper end sported a pair of huge doors to accammodate these tall steampowered logging devices.
The ' 50 -yeor shop' was built of the same surplus World War I corrugated sheet metal from Fort Meade, Md used for the 1921 mill boiler house and a new hoy/grain slorage facility (today's Cass Showcase).

\section*{Ruins of the big Cass Mill}


This 1971 view shows the south end of the huge mill complex with C\&O tracks in left foreground. The looring starage building's surviving brick lire wall is visible on the right side of the structure closest to the tracks. First of the complex to go was the end of the planing mill (at right), which collapsed in 1974.


Both photos on this poge: Philip Eagdon Shown above is the 'long side' of the double bandsaw mill as it appeared 24 years ago. The carriage ran back and forth on its 'shotgun feed' (left foreground), with the band saw itsell formerly situated in middle frame. Fire leveled the bandsaw mill in 1982; four years earlier the planing mill and flooring storage build ings went up in smoke.
Phil Bagdon, CSRR State Park's Seasonal Historian and 32 -year veteran of the Cass Experience, had big fun while exploring and photographing the mil complex between 1974 and 1976. Looking back somewhat in horror, he is thankful not have 'bought the farm' by falling through a soft, rotted floor.

Statement of Policy Regarding The Equal Opportunity To Use Facilities and Participate in Programs It is the policy of the West Virginia Division of Notural Resources to provide its facilities, occommodations.
services and programs to all persons without regard to sex, race, color, age, relicion, national origin, or discability Proper licenses, registration and compliance with official rules and regulations are the only sources of restrictions for facilify use or program participation.
The West Virginia Division of Natural Resources is an equal opportunity employer."

\section*{Cass Shop \& More}

\section*{Top Of The Morning Tour Behind-the-scenes Shop Tour P.M.}

Locomative repait and maintenance requirements for a steam railroad call for not only a wellequipped facility but also an experienced shop slaft. The Cass Scenic Railroad is blessed with both.
Throughout the year there is activity here: during the off season, road crew personnel - conductors, engineers and firemen - join the regular shop employees to comprise a 14 -man work force.
Presently, former Western Maryland No. 6 (CSRR's Big Six), the last Shay built and second largest outshopped by Lima Locomotive Works of Lima, Ohio. is undergoing final reassembly
Upcoming projects include: a replacement flue sheet for original Cass Shay No. 5 buill in 1905 and currently on Shop Track No. 21, oil-to-coal grate conversion of ex-Feather Rver Shay No. 3 Ipurchase agreement was recently announced, shipment from California pending); a new boiler for Heisler No. 6; and top-lo-bottom renovation of exMoore Keppel Lumber Co. Climax No. 6.
Today's shop was placed into service during 1976 four years after fire destroyed the 1923 complex The adjacent car shop was erected in 1973 to meet the inferim repair needs.
There's more to the Top of the Moming Tour and Behind-the-scenes Shop Tour, P.M. than an interpretation of the shop: the saga of locomotive repait is part of a walking tour which includes a look at the mill ruins and an array of motive power and rolling stock on the yard's dead line.
Pleose refer to This Week At Cass lavailable in brochure form at the depolt tickel officel for the five-day-a-week schedule. All supplementary programs are offered free of charge.

\section*{Cass Scenic Railroad State Park}

Cass, West Virginia

Cass Scenic Railroad ... Park programs for a difterent kind of West Virginia state park

\section*{A grand heritage in a modern wrapper: The Cass Shops}

Solety first is practiced here: You are asked to watch your step and keep tabs on all small children!
\(\qquad\)
Csik Manline


\section*{Active Power}

Shay No. 2 (of 3320, 1928). Lima Pacilic Coast modal -96 tonst', superheated; the only PC built as a wood-burner; logic influenced its conversion to oil belore operation in British Columbia as Mayo Lbr. Co. No. 4; then Lake Logging Co., Lid. No. 5, Western Forest Industries No. 5, and Railway Appliances Research (Vancouver Wharfs Lid.) No.114; came to Cass in 1970 and made its operational debut at Railfan Weekend 1972; grates converted for coal in 1985.

Shay No. 4 (c/n 3189, 1922). 70 -tons*; originally Birch Valley Lbr. Co., Tioga (Nicholas County), No. 5; involved in a runaway which killed four; came to Cass in 1943 as Mower Lbr. Co. No. 4 and was not orly the last logging Shay but also the first road engine of the Cass Scenic R.R.; in 1993 a thorough shopping was completed; with the track to Bald Knob expected to reopened in October, No. 4 will serve as the pusher (helper) engine.

\section*{Shopped Power}

Shay No. 6 (c/n 3354, 1945). Lima class 150-3, superheated, the last and second largest Shay buill; plans of 'Cass No. \(12^{\prime}\) - in its original, 154 -ton' 3 -truck form - were used as foundational design; pulled coal on the 'Nestern Maryland's Chatlee Branch for only a few years; displayed in Baltimore at the B8O Railiroad Museum for over 25 years before coming here in 1980 (in a long-term trade for Shay No. 1 and Porter 0-4-0T No. 714); in 1981, operated for the first time in 28 years; used sparingly until service on the Cass-Durbin Run (1984-85); extensive shopping has removed if from the
roster for two full operating seasons; due back on the road, working the Cass-Whittaker turnarounds, in September. Shay No. 5 ( \(\mathrm{c} / \mathrm{n} 1503,1905\) ). 80 tons"; came to Cass new for the Greenbrier \& Elk River R.R., W.Va. Spruce Lbr. Co's railroad out of Cass - the oldest and longest operating Shay here; its cylinders were cracked in 1958 while serving the Cass mill's dry kiln plant as a steam source, thus was inoperable when the State acquired the railroad in 1962; after repair, it was placed in service during 1965; flue sheets are due for replacement during the upcoming off-season.
- Factory designation, Engine weighed more in operating condition (coal, water, tools, etc.).

Camp Shanty Display


Whiluak Carten Na 1) raproductions of skilled Noirink othentur provide a glimpse lato a bygone ent iken a pres of eight orighal and long-gone maviart af fowiside acjacknt to a camp train (top sthaket armakine aqactioly on Slide Run.
that Vignian and Regional History Colection
West Wirgria Unwersty Library
Structures stilzed during both eras of Cassrelated logging camps (stationary and moveabie), woods camp shanties served a variety of uses. Originally, 2 -story structures housed the mood crews, while small shanties - like howe above - housed skilled workers.
introduction of camp trains ended the use of burk houses, but the use of small shanties to house skiled workers - such as the filer (who kept the saws and axes sharp) - continued until the mil's closure in June 1960.

\section*{References}

Further investigation of Cass rail-logging and West Vigina lurbening in general is available via the folloinng publications on sale at outlets adjacent to the CSPR depot:

On Beyond Leatherbark. The Cass Saga
by Roy E. Clarkson; McClain Publishing Co., Parsons; 2nd printing, 1994
Logging South Cheat: The History of the Snowshoe Landr by George Deike, Cass; 2nd printing, 1993
West Virginia Logging Railroads by Bill Warden; TLC Publishing Co., Lynchburg, Va., 1993
Tumult On The Mountains; Lumbering in West Virgnia. \(1770-1920\) by Roy B, Clarkson, McClain Publishing Co., Parsons; 9th printing, 1992 The Log Train. Mountain State Railroad \& Logging Historical Association's quarterly journal has published a vast array of material for over 12 years. Back issues are handled by Country Cratt Junction.

High-line Aerial Skidding


With tower standing 96 feet above its base, Meadow Fiver No. 1 was the largest'portable high steel spar skid dar' to operate in the East. Here, it is working a set northeast of Anjean in June 1856, To the rear is a "lowside coal tender and the company's diesel log loader - which is spotted for fuel resupply

Photo by Wally Joinson, MSR\&LHA 1993 Calandar
Irtroduced on the Cass logging job by West Virginia Pulp and Paper Co., 'portable high steel spar' (tower) skidders initially reached timber that was inaccessible to horse teams (due to terrain and/or distance). Five second-hand steam skidders were acquired by WVP\&PCo between 1922 and 1928. Skidding became the primary means of moving logs to rail loading sites after Mower Lumber acquired the operation in 942. The final 'sel' was located at Old Spruce, after depleting timber atop Bald Knos in June 1960.
Tower skidders were used by several of the larger West Virginia rail-logging enterprises. Although all remaining 'Cass skidders' were scrapped in late 1960 and early 1961, the State Park is blessed with a truly beefy example - built by Meadow River Lumber from 'stock parts' in 1944 and donated by that company's successor, Georgia-Pacific Corporation, in 1972.

n a Cass-related skidder diagram, a 'trip of logs' is en route to the railroad landing from the tail tree. Meadow Aiver No.1, the display's skidder, was capable of bringing in logs at a minimum of 50 feet off the ground from up to 3,coo feet away.

From Logging South Cheat: The History of the Snowshoe Lands by George Deike

Cass: Where History Comes Alive!

\section*{Whittaker Camp No. 1}


After serving for 32 years in the woods of Greenbrier County, this Meadow River Lumber Co. diesel log loader - shown here with the job's Shay No. 5 near Anjean c. 1955 - is now one of sir pieces of rail-log ging equipment at CSRR's Whittaker Camp No. 1.

Fhoto by Bernard J.Kern, MSRLHA 1993 Calendar
Whittaker Camp No.1, new for 1996, compliments your memorable steam-powered ride over a former logging railrocd with a glimpse into the heart of the matter - the high-volume timbering which spawned the once-immense rail operation (at its peak more than 130 miles of mainline and woods spur track).
This display offers not only a look at rail-logging equipment, but also relates the routine workoday lives of those stalwart men who labored in the woods and thus made West Virginia's tumultuous lumbering era possible. An interpretive commentary is offered five days a week; at other times, CSRR passengers are invited to explore Camp No. 1 independently via interpretive signs which offer an overview of life in the woods and techniques for bringing in saw logs.

Cass Scenic Railrood State Park Coss, West Virginla

Celebrating the 59-year lumbering heritage of the Cass Scenic Railroad, 1901-1960

The lattor-ara camp trains


Fant condtions are exemplified by this scene, c. 1950. Poot :y Bruce Crickard. George Deike Collection
in 1545, oter more than 40 years of occupying twostory bunkhouse quarters, rugged woodhicks' working on the Cass job found themselves adapting to a new form of accommodations. Soon after Mower tumber Company bought out the Cass operation, Fred Weber - the new general manager - instituted corp troins to cut expenses. Weber came from Meodow Rver Lumber Company, bosed in Rainelle, Greenbrier County, where this housing practice had been instivted in the early 1930 s.
The Cass shop commenced work on the comp sets in late 1944, a total of 17 cars were constructed from former logging flatcars. Mower camp trains consisted of
- 3-4 bunk cars, a lobby car, dining car and kitchen cor Between 1945 and 1958, there were two camps in operation; then, for the last two years of rail-logging, there remained one moveable grouping.
The last original camp car, No. 419, now a combined lobby/bunk rendering, joins a facsimile created in 1980 and displayed as a combined kitchen/dining car.

fvening mealime at a Mower camp, c. 1948.
Phil 3ogdon Collection

In brlef: The Whittaker Camp No. 1 Display
3 1. 6
1. Representalive Shanty 2. Filer's Shonty
3. Surveyar/Cruiser's Shanty 4. Kitchen/Dining Cor 5. Lobby/Bunk Car
6. Diesel Log Loader and Skeleton Steel Log Car
7. Standard Steel log flatcar
8. Four-wheel logging Caboose
9. Lidgerwood Skidder
10. Future Coai Tender
besides grants and generous private financial support has inwolved thousands of volunteer hours by members Stale Railroad \& Mountoin

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Kitchen/Dining Cor (4). Buill from one of the remaining Coss logging flatcars, this is an adaptation of the kitchen and dining cars of Mower Lumber Co. camp trains.
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Four-wheel Caboose (8). This bobber rode the rear of log trains out of Swandale (Clay County), where its lost owner, Georga-Pacific Corp, was preceded by W.M Ritter Lumber and Elk River Cool \& Lumber componies Buill in the 1830s and believed to be of Coal \& Coke or Baltimore \& Ohio ancestry, it was donated in 1964.
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Wood Logging Flatcar. There were over 200 of these 40 foot flats used at Coss by West Virginia Pulp \& Poper during the lumbering heyday. Part of the ariginal CSRR excursion train and the only extant 'notive' log car, it is currently spotted on the old company store siding leod in Coss awaiting restoration by MSR\&1HA volunteers.

\section*{The Dead line}

Todoy's dead line track came into ex stence in 1973 when the conling siding was dxiended. The uppar end of the track now used for


There by hile logdon The litest park program effering is the Top Of The Mirnigy lout Mher vming the repair shops, visitors tane to ecpotinty to watch trains being prepared Since 1963 , thas trme of day has been a laverte among raitans. Representativeiler No. 6 nefion lamer Meadow River Lurmber Heis 1971.
 Now in its severth year, the Cass Town Walk's popdarty cortinues to grow. This season's guide, Philip Bagdon, was bitten by the Cass history bug back in 1365 on his second visit to the CSRR and has been secichering myth from reality ever since; his grasp of the 'true history' is both insightful and entertaining. The tour is based on personal research, without relerence to previous town walk presentations.

Statement of Policy Regarding the Equal Opportunity To Use Facilities and Participate in Programs
7 is the policy of the Wert Virginio Division of Notural Eesources to provide its foolities, occommodotions, services and progroms to al persons without regard to sex, roce. color, oge, religion, netionol origin, ar disability. Proper icenses, registertion ond compliance with official rules and regulotions are the only sources of restrictions for fodiliy use or program porticipation.
The West Vrgiria Dinsion of Natural Resources is on equal opportunity employer:

\section*{Whittaker Camp No. 1}

\section*{Now at Whitfaker Station}


Abova: Winter Cheat Mountain log camp scene, c. 1950 Ablow. Dinner at a Mower Lumber Company camp.


Despite lasing operation on the upper half of the Cass Hill to Janvary's flood (resumption of service to Bald Knob is expected in October), there is still a memoroble ride owaifing you on the CSRR - to Whittaker Station, site of the now Whittaker Camp No. 1 display. Rail equipment and structures representing various focets of West Virginia logging can now be inspected during the 20 -minute stop. An inlerpreter leads tours Morday through Friday of the camp cors and shanties, diesel loader, 4 -wheel caboose and steam-powered Lidgerwood tower skidde: Whittaker Comp No. 1 is an on-going project which has involved thousands of volunteer hours by members of the Mountain State Railroad and Logging Historical Association, a non-profit organization based in Cass.


\section*{This Week At Cass}


Free Supplementary Programs of Cass Scenic Railroad State Park August 5-11, 1996

\section*{Get behind the scenes with steam}

Explore an old lumber mill town

Top Of The Morning Tour
eov daly excrpt Tues. Wed
Moet at the deovt for this 70 minute, f-mile walking for itiner shoes that you dor't mind getting wer frim morning deat
Imen about the Cass lumber mill, ance one of the stues most productive double bandsaw and pianing \(m\) macilises as second boar' to the logging opera Sonis primary charge of fumishing spruce pulpwood Continuing so the yord, we watch Shays being prepored and discuss their lascinating design. Moving an lo the doad line, we look at a Heisler and Climax locomotive, then compare these geared engines with two Shays and a rod engine.
Ater peoling inside the car shop, we enter a warld of georheod delight. No two days are the same inside our main repair faclity.
Presenty, 162 -Ion monster Shay. "Big 6 " lex-Western Maryiand is undergoing final assembly offer heavy
shopping Besides pausing to watch the wark on No.
- 6. we inspect original 1905 Cass Shay. No. 5, and the shop's mochining bay.
Vewing the day's active power came to life and swich the yard rounds out the four.

\section*{Behind-the-scenes Shop Tour, P.M. 1:45-Mon, Thurs}

For those unable to "early-bird-it' Isee abovel, this 55 -minute wak is a repeat program, except there ore no steomin', smokin' Shoys. The tour is limited to 15 park visitors, so pleose sign up at the ticket office.

Cass Town Walk
1:10 - Sun, Fri, Sat 3:10* - Saturday 5:05* - Mon, Thurs, Fri, Sun Meet on the Cass Country Store steps 30 -minute, halfmile swing through the old company town built between 1902 and 1908
Cass was the heodquarters and focus of one of the larges lumbering operations in the state. Learn obout this isolated industrial town's history, view its prominent structures. and hear about what ife was like here \(80+\) years ago. A tour brochure is provided for supplementary information about Old Cass and the park's on-going rennovation of the former company town, placed in 1981 on the National Regisiry of Historical Places.
- These fours coincide with the Cass Showease program's conclusion and are thus subject to a 5-10 minute delay whenever a train refurns laie; kindly walt for your guide on the Cass Country Slore porch.


Every-other Saturday this seasan, long out of service Shay No. 7 is bock in stecm - of least on screen in the Coss Scenic Railrood Early Years slide show. (P. 8ogdon phato, 1958)


South end of Uptown: Moin Street, 1908

\section*{Cass Scenic Railroad Early Years}

7:30 p.m. -Saturday
Meet in the Cass Community Center (Front Street) for this 60 -minute slideshow featuring 1964-59 period images by the late Vincent Bagdon; other views, narration by Phil Bagdon.
Celebrating long-gone views which mode the CSRR so special during its first decade, this program investigates a rather unsung aspect of rail-related history. Journey back to the 1964-75 period and see the original equipment, old shop, intact mill, Shay No. 7, Mower Lumber camp tain cars, and more.

There will be no programs on Tuesday and Wednesday, August 6-7

\section*{Cass Interpretlve Programming}

West Virginia Parks have traditionally offered exceptional programs by seasonal naturalists. The Cass Scenic Roil rood and the old mill town - hisloric subjects that they are - call for a different spin. Philip Bagdon is CSRR State Park's Seasonal Historion. A devotee of Cass history for over 30 years, Phil has contributed his extensive research to several publications and archives. In 1976, while interviewing old-limers associated with the logging and railrood era, he resided in Cass and served as a CSRR train commentator.


Whittaker Camp No. 1
Now at Whittaker Station


Winter Cheat Mountain log camp scene, about 1950


Despite losing operation on the upper half of the Cass Hill o January's flood (resumption of service to Bold Knob is expected in Octoberl, a memorable ride owaits you on the CSRR - to Whittaker Station, site of the new Whittaker Comp No. 1 display. Rail equipment and structures representing various facets of West Virginia logging can now te inspected during the 20 -minute stop. Monday throuch fridoy, on interpretive tour is offered of camp cars and shanties, diesel loader, 4 -wheel log train caboose and portable high-spar steam skidder. Whittaker Camp No. 1 is an an-going project which has involved thousands o volunteer hours by the members of Mountain State Railroad \& Logging Historical Association, a non-profit organization bosed in Cass.

Diesel log loader a work near Anjean Greenbrier County in 1955 for the Meadow River Lumber Co.
Photo by BernardKern noto oy Bernard Kern trom the MSPI HA 1993 Caiendar


Cass: Where History Comes Alive!

\section*{This Week At Cass}


Free Supplementary Programs Cass Scenic Railroad Stale Park August 19-25, 1996

Top Of The Morning Tour
Pop dell monet Teesdiy and Wednesdiay ent at tre depolswiths 75 -minute. fomle walking kNo ther ahes that you dont mend getting wet fow nowny iter
nom about the Cass Lumber mill, ance one of the vex inest prodictwe double bandsow and planing -il toclites as second boar to the logging operofons primary charge of fumishing spruce pulpwood. Contrung ts the jord. we wath shars being prepoved ond docass thei foscinating design. Moving polthe dood ine we look of a Heisler and Climax an lothe dead in compore these geared engines with two shogs and a \(2-8-0\) rod engine.
Ater peoking inside the car shop, we enter a world of gearhead delight. No two days are the same mide our main repoir fociliy.
Presentrx 162 -ton monster Shay, "Big 6" (ex-Western Marpand is undergoing final assembly after a two-ver-long heary shopping. Besides pausing to watch the work on No 6 , we inspect original 1905 Cass Shay. No. 5 , and the rather fascinating machining bay. Vewing the day's active power come to life and switch the pard rounds out the tour.

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150 - Monday and Saturday
For those unable to 'early-bird-it' (see above), this 55 -minute wak is a repeat program, except there are no steamin', smokin' Shays. The tour is limited to 15 park visitors, so please sign up al the ticket affice.

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1:15"- Wed, Thur, Fri, Sun 4:10-Saturday 5.10*- Mon, Wed, Thurs, Sur Meot on the Cass Country Store steps for a 40 -minute. half-mile swing through the old company town.

Cass was the headquarters and tocus of one of the largest umbering operations in the state. Learn obout this isolated industrial town's history view its prominent structures, and hear about what life was like here \(80+\) years ago during the boom period. - These fours coincide with the Cass Showcose program's conclusion and are thus subject to a 5-70 minute delay whenever a train returns late; kindly wait for your guide on the Cass Country Store porch.


\section*{About the cover .}

This gorgeous piece of ort appeared for four years as the cover of the park's brochure, beginning in 1964 Technically accurate to the point of intriguing hardcore 'gearheads;' il depicts the front end business side of Shay No. 5, one of the three surviving original locomotives to work here and the oldest (built for West Virginia Spruce Lumber Co.'s Greenbrier \& Elk Ralroad in 1905)

At the lime of this \(1923^{\circ}\) compa. ny photo. the second lumber mill complex idecidedly hightech for its erol hod just been tech for its eral hod just been
completed and wos operating it hours dally except Sunday

The photo end ig right from loging south cheat londs by Ceorge Deke


South end of Uptowr: Main Street, 1903

\section*{Cass Scenic Railroad Early Years}
\[
7: 00 \text { - Saturday }
\]

Meet in the Cass Community Center fon Front Street, for this 60 -minute slide presentation featuring images by the late Vincent Bagdon; other views and narration by Phil Bagdon.
Celebrating long-gone views which made the CSRR so special during its first decade, this program investigales a rather unsung aspect of rail-related history. Journey back to the 1954-75 period and see the original equipment, old shop, intact mill, Shay No. 7, Mower Lumber camp train cars, and more.

There will be no programs on Tuesday and Wednesday, August 20-21

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\section*{Cave it ine inhmaier Camp No. 1 Display} atreve Comp Cor No. 418. A Modletwen wood, tuss
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Sueleton Sieei Log Car. One of 24 such cars donated to CSAP in 1972. Mandow River Lumber ' \(\mathrm{B}-12\) ' now saries the Diesel log loader at Whittaker Camp No. 1.
as-foot Steel Flatcar. Reportedly acquired c, 1957 by A.Falo Creek s Gauley R.R. from Cherry River Boom 4 Lumber mas one of several cars donated by Pittston I Lumber, mas one of several cars donated by Pitston dowed piatorm excurnion car before being retired instiad of convervion of wheels to roller bearing.

Four-mheel Caboose. Buit in the 1880s and believed to be of Coal 1 Coke or Baltimore s Ohio ancestry, this bobber' rode the rear of log trains out of Swandale Clay County) Ior Ek River Coal \& Lumber and sucessors - W. . Arter Lumber and Georgia-Pacific Corp Donated in 1964 by G-P. Used on railtan charters for several years, onginally rostered as No. 8.

Diesel Log Losder. Built by Meadow River Lumber Co's thop in 1939. This beety 'long tree' device was active unts 1970; it came to Cass in 1972

Ldgerwood Skidder. Homebuilt from Lidgerwood pantis by Meadow River Lumber Co. in 1944. Its service ended when it faised boler inspection in 1966; it came 10 Cass six years later. Double-heading Shays brought the Lidgerwood to Whittaker in 1993.

Sources other than personal research: Ane Barker. George Delke, Danny Seldomridge Bud Cossel, bhn Cassell, Red McMilion Doreen Seldornidge, Woyne Cassell, Rex Cosse Mchard Sparks, John Killoron, Gearge Fizer


Cars Dismantied or Destroyed (continued from inside)

Mower Lumber log flats (2). No. 127 and another car (number unknown) were dismanted in 1970.
Wood Combine. Buffalo Creek \& Gauley X-15 (kitchen and dining car for worktrains): donated by Pittston Coal Co. in 1967; elegant 18805-era car which lost its roof and rotted down: remains of the car (partally burned) sit on the upper end of the Greentrier dead line. Steel Combine. Buffalo Creek \& Gauley X-16; formerly Pennsylvania \& Reading Seashore Lines; porthole windows and open vestibule; acquired 1970; scrapped 1973.
Steal Baggage Car. Buffalo Creek \& Gauley X-17; same origins/style as X-16; acquired 1970, scrapped 1973.
50 -ton A.A.R. Steel Hopper. Buffalo Creek \& Gauley; acquired 1970, scrapped 1972.
Worktrain water car. B\&O X-1023, a steam tender mounted on a 40-1oot steel flat; arrived 1966, scrapped 1972.
Steel Gondola. Chesapeake \& Ohio No. 29264 (ex-Hocking Valley); acquired in 1970, scrapped in 1972.

Cars Disposed To Other Railroads
Steel combine. Baltimore \& Ohio branchline model; last usec in worktrain service as car X-4072; acquired in 1967 (brought back from Strawberry Festival in Buckhannon); conveyed to the Hocking Valley Scanic R.R. in 1972.
Hospital Cars. An undeterrined number of these U.S. Army cars (127), previously used on the Greenbrier River excursions from Cass to Ronceverte, were brought in by the ocal freight in 1976 and stored on the C\&O siding above the water tower (today's Greenbrier deadline spur); removed prior to the C\&O's closure in 1978.
Mystery C\&O Coaches. (3) Donated possibly as early as 1962 for use on the excursion railroad (they would not take the curves but they were free!); branchline-style coaches not heavy weight; disposed during 1965.

\section*{Cass Scenic Roiroad Equipment Roster (All-time)}
by Philip Bagdon
Seasonal Historion, 1996 Cass Scenic Railroad State Park


All photos by Philip V. Beodon Open Platform No. 5 was one of eight first-generation excur. Open Plattorm No. 5 was one of eight first-generation excur.
sion cars built irom Mower Lumber flats: here in August 1968 . it's part of the Bald Knob consist.

\section*{Excursion Car Fleet}
(There are 15 available excursion cars in 1996)
No. 1. Standard Closed Plattorm, Converted from one of the four Swandale logging flats in 1970 into Bald Knob cinder car (originally No. 12); received a root in 1993.
Nos. 2-4. Bald Knob All-weather. Built trom ex-Elk River Coal \& Lumber steel logging flats in 1967 as Nos. 13-15; enumbered \(n 1988\)
Nos. 5-8,11-13, 15. 'Second-generation' Closed Platform. Former Meadow River Lumber B-series skeleton log cars.
Nos. 9, 14. End Units. B\&O cabooses -30 -foot wood, steel frame, acquired by Butfalo Creek \& Gauley (G-111 and C-119). Donated by Pittston Coal in 1970. Lettering as they came to CSRR: C-111 for BC\&G, C-119 for B8O). Retained original numbers until 1988.
No. 10. Open Plattorm. Former Meadow River B-series skeleton log car. The last of the "cinder cars."

Cabooses
Chesapeake \& Ohlo 90788. Standard wood model (reportedly 1926-type) donated in 1966
Meadow River Lumber 3. Standard C\&O wood (1924); Meadow River Lumber Co., Rainelle (served one the last \(\log\) train in W.Va.; donated by Georgia-Pacific in 1972; received top-to-bottom repair in 1996.


\section*{ \\ Noms}

\section*{Lay Coss}

 thy Nis A Hew aite No Limetiog Sevciry: Mowe uther ca che rwill iserolat a mocedsize Heet nut if fer mphe swarsion thath (Cosed Patbom No. 3)


 conp Ne 54 iver of 22 of these steet 40 ofoot log bunks furnenit druiat ty Meadow Rver Lumber's successot, Onipar frolte in \(1972-\) wit \(12(8-1,8-4,8-5,8-6,8-10\),

 Sike swivian tarn lor P carn converted for excursion ser-
 We tevter tor \(\log\) thin mondeinge. Car 8 -10 has carted the Anwizan isg bester since the enty 1980:; B-12 is part of the Whirater Care Ne. 1 diplay, B.-14 has carried the cines boler since it arvived lom Canack. Nine additional oirs ary woateres trough the array of roling stock on the Onerbiter Sent lies
Wessow Rew E-series (2). These skaleton-style adaptalion - E31, E.32 - begn service at Meadow River Lunter Co an ex CSO fatcars used as spacer cars Bervesen overise long tree' loadout. Ressarch shows fut thers wars at least three E-sefies cars at MRLbrCo. The par came in the 1972 group from Georgia.Pacific (see atove. org naly stored at the Frank tannery and have never been in sevice hare; on Greenbrier dead line.

\section*{Freight Cars}

Single dome oll tank cars (2). CSAX 219 and 220; donatad by Pernail Oi, Charlenton in 1972; used oll-road until 1875 ahipping off for Shiegs 2 and 3; placed out-of-service upon the und of Nia. Ts operation here in 1993.
Single dome chemical car. WVAX318; acquired as U.S. Neary surplon by Souh Branch Valley, used for diesel fuel storepe, ahipped to Cass in \(10-85\); may be cleaned out and used as a utily weter supcly car.
Nary Boacars (6). Standard 40 -foot steel cars, all formerty United States Nary Bureau of Ordinance (St. Juliens Creek NAD) boxcan. Two came vin the South Branch Valey R.R. in 1978, four additional cars were shipped in the
 pholl 11-42. Sitive 220 , and ser in NAO lettering with unibertikut sumber. Hewcars on the Creenbriet deed the sovmen too is parknd of Whitaker Camp No. 1 for stomage. Navy Flatcars (3). Two these 40 -toot steet 'tishbellies' COE' and " OC ') are active in worktrain sluations (cribbing duing May 100 e , etc.). they are also occasionally masquarnefe ns logaing flats during raitan charters. Car 'OD' sits on the Cass yard dead line with sotted deck.

\section*{Passenger Cars}

Dining Car. Chesapeake \& Ohio "Fraunces Tavem"; bought by Jack Kane in 1964 and installed on the old CSO house track for operation as the Shay inn; after the fast-food restaurant closed, became the Park Suparintendent's oflice. Dining Car. Chesapeake \& Ohio "Stuart House"; brougnt in by Jack Kane as addition to his Shay Inn around 1967; used is part of consist of Cass-Durbin excursions; since 1985 has served as storage space.
Commuter Cars. (3) No, 960, No. [?], and No. 81 "Romney" all reportedly former Central of New Jersey R.R. No, 960 and No. [7] came to Cass from the South Branch Valley R.R. in 1982 (picked up from Duibinthe same time as the BL-2). No 31 "Romney" (yellow car") wes part of the October 1985 equipment shipment off the SBVRR. All used in 1984 and 985 on the Cass-to-Durbin excursions. No, 960 was modiied for excursion service sans windows, with a single twosided bench extending the langth of its interior.
Baggage Car. Norfolk a Western Ry. Baggage and Railway Express; acquired by South Branch Valley (No. 6 Fredon"; came to Cass in the equipment shipment of October 1985,

\section*{Other Railroad Equipment}

American Log Loader. Originally steam-powered built by the American Hoist Co, of St. Paul, Minn., for Ekk River Coal \& Lumber Co., Swandale, Clay County. Converted to desel, date unknown. Later served ERC\&LCo's successors, W.M. Ritter Lumber Co. and Georgla-Pacific Corp. Donated in 1967 by G-P; trucked to Cass and placed on the exERC\&L flat which would become CSRR Open Platform No. 1 in 1970 (see above); Ior years loader sat atop ex-Mower flat car No. 110 before being moved to its present host car, ex-Meadow River skeleton B-10. Still used in work Irain situations (May 1996 cribbing and Septembar 1996 tree-all).
75 -ton Steam Wrecking Crane. Industrial Brownhcist 75 ton, self-propelled model built for foreign military service; Government surplus, never operated except for boiler test; acquired Spring 1979; Heisler No. 6 ran to Durbin over the closed C\&O Greenbrier line to pick it up at Durbin.
C\&O Kitchen Car No. X-99967B. Work train cook car with sleoping quarters at one end. Acquired by South Branch Valley R.R.; later shipped io Cass in October 1985. Rusted and in bad condition on the Greenbrier dead line.


Buffalo Greek \& Gauley work dining car No. X-15, 8-67.
Cars With Questionable Futures
CSRR Closed Platform Nos. 105 and 167 . Reportedy soquired by Euttalo Creek \& Geuley R.R. Trom Cherry River Boom 8 Lumber in the late 1950s. Denated by Pittston Coal Co, in 1970. For almost two decades they served as excursion cars betore being reired instesd of conversion of trucks to toller bearing.
CSRR Closed Platform No. 110. One of two exChesapeake \& Ohio gondolas donated by Pitistion Coal Co. in 1970 (operated by Buftalo Creek \& Gauley in C\&O (ettering); car frame was rusted.
Canadian National Caboose. Wooder with end cupola. Known to be formerty owned by a railan; shipped from the South Branch Valley in October 1985

Cars Dismantled or Destroyed
Original excursion cars. In 1974 there were three of eight original CSRR cars still avaliable for service: Closed Platorms Nos. 3 and 22 (orignally No. 2), and Open Platlorm No. 10. That year, retirec cars were: Open Plattorms No. 1 (railings and bench still on car), No. 5 (reilings and platorms removed, perts stored on deck). No. 6 (lormarly operated with tool box and no benches, railings intact; shop equipment stored on deck; by 1976 ralings had been removed), No. 7 trallings removed, parts stored on deck); Closed Plattorm No. 4 (sides, top and platfom removed in 1972; destroyed by 1976). Today, all but two of the surviving cars are are unrecoverable (numbers are unidentifiable) on the Greenbrier dead line spur. Open Plafform No. 10 (which served between 1944 and 1960 as a Mower bunk car, converted for excursion sevice in 1965; stil avalable as a standoy car in 1976) has rotted to the ground on the upper end of the Cass Yard car siding.
Mower Lumber Bunk Car No. 418. Restored by 1967 and operated on railfan charters; neylect eventually rotted the car beyond recovery; destrojed around 1977.
Mower Lumber Kitchen Car No. 417. Never operated on CSRR but in good condition into the 1970s. Like No. 418 , rotted away and was finally destroyed around 1977.

Continued on back panel

Moet at the depol for this 75 -minute, 1 -mule wailing tour. Wear shoes that you dorft mind getting wot from morning dow.

4:10-Safurday 5110*-Mon, Wed. Thurs, Sun Meet on the Cass Country Store stops for a 40 -minute,
halfmile iwing through the


\section*{Sources other than personal research:} Artle Barkley, George Delke, Danny Selcomridge, Bud Cossel, Dorren Seldomridge, John Cassell, Waye Cassell, Rex Cassell. Pichord Sparks. John Killoran, George Fizer


Disposed To Other Railroads and Sites (continued from inside)

Porter 0-4-0T No. 714. H.K. Porter Co., 1950 (oin 823c); buill for the U.S. Federal Security Agency for operation at St Elizabeth's Hospital, Washington, D.C. (No. 4); in 1958 transferred to inventory of Department of Health, Education and Welfare, then (sometime between 1965 and 1967) moved from St. Elizabeth's to the U.S. Army Transportation Corps at Ft. Eustis, Va. (No. \(7^{* 4}\) ); came to Cass as goveinmert surplus in 10-1972; nevar in steam here; shipped in 1981 to Baltimore \& Ohio Rai road Museum as part of the trade for Shay No, 6; reportedly being repaired for service around the museum yard in Baltimore.
GM-EMD BL-2 No. 7172. Diesel-electric road switcher buil for the Western Maryland in 1948. Donated to CSRR in 1982; used on railfan charters on the Greenbrier in the early 1980s; shipped to South Branch Valley R.R. via the CSX connection at Spruce in 1991; plans call for the unit to be restored and operated.

\section*{Locomotive Scrapped}

Shay No. 6 ( \(\mathrm{c} / \mathrm{n} 1907\), 1907). 65-tons*; built for Lawisburg \& Rorceverte R.R.; acquired by Greenbrier, Cheat \& Elk (Cass) in 1913, rostered as No. 6 (2nd); sold by Mower Lumber Co. in 1946 to Borgman Brothers for their Premar Coal Co.; originally used at Nc. 6, Monitor No. I Mine, West Enc (Tunnelton), then moved to Monitor No, 4 at Austen. After mine's closure, the enginehouse fell in on No. 6; severely damage. With sale price of \(\$ 1,000\), examined by CSRA and Bear Creek Junction R.A, but passed by due to CSAR and bear ocation and engine condition. It was reported to be scrapped at the mine site in the summer of 1969, with parts to be sold to the Graham Couunty R.R.-Bear Creek Juncion R.F. at Robbinsville, N.C. Eventually acquired by Dave
Corbert and moved to a loading point along the old Baltimore Corbert and moved to a loading point along the old Baltimore
\& Chio at Tunnelton; a coal train derailment all but destroyed \& Chio at Tunnelton; a coal train derailment all but destroyed it; finally acquired by CSRR and shipped in gondolas, arriving in 1978 (last incoming equipment brought in by the CsO
before closure. Scrapped in 1980; cylinders and trucks siton before closure. Scrapped in 1980; cylin
cars up the Greenbrier deadine spur.

\section*{Cass Scenic Roilrood}

\section*{Locomotive Roster}

\section*{(All-time)}
by Philip Bagdon
Seasonal Historian, 1996 Cass Scenic Railroad Stale Park


Shay No. 7 (ex-Meadow River Lumber), Algust 1968
All photos by Philip V. Blagdon

\section*{Active and Shopped Power}

Shay No. 2 (c/n 3320, 1928). Padific Coast Model - 96 tons"; superheated; the only PC built as a wood-bumer; ogic influensed its conversion to oil before operation in British Columbla as Mayo Lumber Co. No. 4; then Lake Logging Co.. Lid. No. 5, Westem Forest industries No. 5, and Railway Applance Research (Vancouver Wharts Limited) No. 114: acquired in 1970; made its debut in May 1972; grates converted for coal buming in 1984.
Shay No. 4 (oin 3189, 1922). 70 -tons"; originally Birch Valley Lumber Co. No. 5, Tioga (Ncholas County): involved in a runaway wreck which scalded four men to death in 1941; rebuit at Charry River Boom \& Lumber Co. shoos in Richwood; acquired in 1943 by Mower Lumber Co. It was not only the last logging Shay hare, but also the frst road engine of the Cass Scenic R.R.; in 1993 a thorough shapping was completed.

\section*{Continued inside}

\footnotetext{
- Factory designations. Engine weigh more in operat ing condition (coal, water, tools, etc.).
}




 whit tevify the mirn of kin glayt as a steam source.

 ori, ofor aceuc, sus gur ints secvice thre years later Io hes is navese for Misy Railkan Weskend.
 nowehewhet, the liat and second larpest Shay bult, plans of 'Case hen. 17 in in erigital, 154 -ton' 3-uck form) wwi anat as tandational dewig! worked the Western Warphants Chartien Branch (coal nour out of Vindex, Md.
 Sietincos at re 340 Railcoas Museum for over 25 years bettars aming hea is t 130 ( in a long-term trade for Shay Non 1 ant Paher 0-4.OT Nib. 714); in 1961, operated for the fint fime in 24 patt sitd sparingly untl service on the Cans-Dutien Run (t2S4-85), extansive shopping removed it lum the nater lor two full opernting seasons; reassembled, Ag it soert geit of Aupast on the upper shop track for fina paeringe fisd ae and lested on 9-21 and 9-24 (first run up mourtaint 2 wift inn tis tal, at least perlodically.

Out of Service Steam Power
Neisiler Ne. 6 (alh 1591, 1929). 90 tons"; one of the largest lhith outhocced by Heisler of Erie, Pa; originally served boetonia Coal and Clyy Products of New Bethlehem, Pa.


Healer No 6 (ex-Meadow Piver Lumber), August 1967
 -ent inse service on hadt Konot inaugurad Weeketst and

Stay Nob. 7 (oh 3131, 1090), 70 tons", first used iy
shay Now f (bh 3131, 1020), 70 tons', first used by Reine intwer to the Aavelick Pocahortas County; in 1930 . Meadow Alver Lumber Co. came here on its ounty job toct and entered service the next year; because of a boiler 1064 and entered servioe the next year; because of a boiler
probiem, hasit run since 1970 .
Cllmax No. 9 (s/n 1551, 1019). 70 tons"; built ty Climax Locomotive Works, Corry, Pa, for the Moore-Keppel Co. (Randoiph County) and last used to pull cont on the Middle Fork Aailroad; arrlved here (1970) in ragged shape; a new boller found in Canada combines with the shop forse's longruining interest in tackling this project to make the future brighter than might be expected from its derelict appearance; If everything goes well, it may be on the road in 1998.
Shay No. 36 (c/n 2804, 1916). 70 tons*; built for an Alabama logging enterprise: spent about two decades in West Virginia - first with Raleigh Lumber Co. (Glen Morgan), then W.M Ritter Lumber Co. (Oxiey and Maben); in 1942, moved by Ritter to New River, Temessee where it later hauled coal as Brimstone Railroad No. 36 (predecessor in 1965 was Brimstone \& New River); to Tennessee Valley Railroad Museum in 1967, then acquired by railfan George Kadelek, who arranged its move here in 1987; purchased in 1994; it has a good boiler but because of size and age, likely to remain on the dead line for some time.

Baldwin Rod Loco No. 612 (c/n 69858, 1943). Built for the U.S. Army Transportation Corp and operated at Fort Eustis, Va. as the 'Johnny D. Burruss' until 1971; this 2-8-0 'Consolidation' has never run here - until the 1985 flood which ended Durbin Runs, it was ideal candidale as the water level route's future power.

\section*{Diesel-electric Units}

No. 20. General Electric 45 -ton switcher built in 1941 for the U.S. Navy; acquired as surplus in 1978; first 'shop goat'; out of service since 1988.
No. 34. G.E. 65 -ton switcher. U.S. Navy; acquired as govemment surplus, shipped from South Branch Valley R.R. in 10-85; used for a few years as a 'shop goat'; out of service since 1995.
Nos. 16 and 17. Alco S4. Built for Baltimore \& Ohio acquired by South Branch Valley R.R; shipped to Cass in 10-85; never operated.
Nos. 26 and 27. GM-EMD MRS-1 foreign service road switchers; U.S. Ammy Transportation Corp., Fort Eustis, Va.; delivered to CSRR in July 1976 with hospital cars (were there three?, subsequently moved to South Branch Valley A.A. betore the C\&O closure in 1978; returned to Cass in the movement from SBVRR originating of 10-85.


Shay No. 1 (ax-Mower Lumber Co. .) May 1970.

Disposed To Other Railroads and Sites Shay No. 1. (c/n 1519, 1905). 65 tons; bult for G.W. Huntiay Lumber Co., Ronceverte; the same year sold to Flint. Erving and Stoner Lumber Co. Thornwood; then to North Fork Lumber Co., Nottingham; acquited by the Greenbrier, Cheat \& Elk in 1915 in a deal Inwolving the trade of original Cass Shay No. 1 ( 42 -ton, two-truck \({ }^{\circ}\) Old Bamey); distinctive in its 1957 paint job (Chinese Red cab and tender, dark green boiler jacket); on standby at the time of the 1960 closure; worn wheel-flanges kept it out of service after use as pusher engine in 1963; conveyed in 1980 to Baltimore \& Ohic Railroad Museum as part of the trade for WMRy No. 6; on static display.

Shay No. 3. 80 tons, cin 3233, built Lima 9-28-23 for Hofius Steel \& Equipment Co. (Lima's dealer in Seattle; sold to Independence Logging Co., Independence, Wash., then Mount Emily Lumber Co. (No. 1), LaGrange, Ore; donated to Oregon Historical Society; in 1970 leased to CSRR for 20 years; retumed in 1993; in operation on the City of Prineville Railroad, Prineville, Ore.

\section*{Continued on back panel}


Porter 0-4-0 Tank Locomotive (ex-U.S. Amy), March 1975:




\title{
Save The Train!
}

THE STATE CAN BUY A RAILROAD
AND OTHER STATES PROVE IT FEASIBLE.

West Virginia has something that a lot of other states would give a purty for and that's a bit of sure tourist bait in the form of a mountain and a railroad that chugs up it.

The state of West Virginia can have this railroad if the owners don't want to get too rich or it, and if the state's representatives are convinced of its worth as a tourist attraction.

There is every kind of interest in the idea. This paper has heard from everybody and his brother and all divinely hope that the road and its steam locomotive will not be relegated to the limbo of the scrap heap.

Hillbilly tells the story up to now this week. It gives you a news account of the Sunday meeting of the House-Senate group. It gives you pictures that a Virginia railroad fan took. It gives you a pep talk letter from Pennsylvanian Russell Baum who started Hillbilly out on the quest to save the railroad.

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Picturi

This Pa
Legislative Report
(Fram The Charleston Gazette) Members of a legislative comznd 0 P:go

Made

\section*{Baum Writes Again about Cass Train}
n would heve rallyand as a जिए Thin! of port

\section*{If tetuline} 84. 110 wer ominmitu eppresertes the t 13 miles as ave land atres. tact lmemb ndaitiomal ing flat cats. The mate by at least thes whe would be eal. They are forp, Ntower Dof Mower
also that z dentified only utherin bank.

Deat Mr. Comatock
Faclosed are a group of pictures 1 took (as) The trip Saturday aboard the "Legislature Sprocal Thicme roturn there with the rest atter you have used them.

If the proposal with the legislature dalls through the isrote on Sunday, October Que today you may be interested in getting mare information of this sort of thing to use in your newspaper promotion.

If so, my offer still stands of taking you around the two tourist railroads in PennBylvania. One, the East Broad Top, which opened up this August, was in constant communication and made many trips to the Tweetale in North Carolina. And the operator of the EBT delved into all the facets of the Tweetsie before starting his own operation. And it is from my talks with Mr. Wilburn of the EBT
that I found out my info on the Tweetsie.
1 was probably instrumental here several years ago in helping to get the idt started \(\boldsymbol{W}\) With subsequent trips with the \(m\) from the Tweetsie to purchase equigh from the EBT at cost, I think the idea fund blossomed and then trips and discussions y the Tweetsie man finalized the decision Mr. Wilburn to convince the awners of railroad, Kovalchick Salvage concern Pittsburgh. to follow through with the Mr . Wilburn was up until the line was official! abandoned (track was never torn up thous and still is the Operating Vice-President. should go on a Sat. or Sun. and next week (th) first weekend in November) is the end for: year. You can also compare the multitude : vantages the Cass outfit has over the EBT ant
(Turn to Page 8)
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\section*{Legislative Report}


There she stands, idle, ready for the blow torch, ready for the scrap heap. Anyway you look at it. it is sad throwing away a past that can be re-created to the sibilant sounds of a symphonic cash register.


The little train fetched in this Ior for the now defunct bull chain of Mewer. The titile train can posalbly lering is creater wealth than this.

\section*{(From The Charleston Gazette)}

Members of a legislative committee took a preliminary step here Sunday toward possible purchase of a lofty little railroad with its side attraction of an underground waterfall said to be higher than Niagara Falls.

The railroad step was taken by four members of the Joint Committee on Government and Finance. They authorized Legislative Auditor C. H. Koontz to check with the Conservation Commission on the wisdom of purchasing the Mower Lumber Co. railroad at Cass, Pocahontas County.

The commission would have charge of the railroad as a unique scenic attraction for tourists in the event of purchase by the state.

Tentative offers totaling a maximum of \(\$ 284,110\) were quoted to the committee by Koontz. The sum represents the purchase price for 13 miles of railroad, an extensive land area, an old diamond stack locomotive and certain additional equipment, inclading flat cars,

The offers were made by representatives of at least three principal owners who would be involved in the deal. They are Midwest Steel Corp., Mower Lumber Co. and Don Mower Lumber Co.

It was learned also that a private investor, identified only as a friendly "southern bank-
(Turn to Page 14)

Pictures
On
This Page
znd on

Page 8

Mado By
Mr . and M -s.

William E,
Barrett, Jr.

Of Arlington, V a.

Going U

\section*{Baum Wr}

\section*{Dear Mr. Comstock:}

Enclosed are a gt on the trip Saturday it Special". Please return after you have used the

If the proposal falls through the wrot: 30) today you may be more information of thi in your newspaper prom

If so, my offer you around the two tou sylvania. One, the Eas opened up this August. munication and made m sle in North Carolina. At EBT delved into all the before starting his own from my talks with Mr.


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Keep this issue as either a souvenir of West Virginia's backwardness or its forwardness. Remember: Hillbilly is asking the state or private enterprise to do only what other states have done to their profit, glory and pride.


There she stands, idle, ready for the blow torch, ready for the scrap heap. Anyway you look at it. it is sad throwing away a past that can be re-created to the sibllant sounds of a symphonic cash register.


The lisule texis febiked to this Sup for shis meve deffens beyf ehala

 BLith.

\section*{Legislative Report} (From The Charleston Gazette) Members of a legislative committee took a preliminary step here Sunday toward possible purchase of a lofty little railroad with its side attraction of an underground waterfall said to be higher than Niagara Falls.

The railroad step was taken by four members of the Joint Committee on Government and Finance. They authorized Legislative Auditor C. H. Koontz to check with the Conservation Commission on the wisdom of purchasing the Mower Lumber Co. railroad at Cass, Pocahontas County.

The commission would have charge of the railroad as a unique scenic attraction for tourists in the event of purchase by the state.

Tentative offers totaling a maximum of \(\$ 284,110\) were quoted to the committee by Koontz. The sum represents the purchase price for 13 miles of railroad, an extensive land area, an old diamond stack locomotive and certain additional equipment, inclading flat cars.

The offers were made by representatives of at least three principal owners who would be involved in the deal. They are Midwest Steel Corp., Moiver Lumber Co. and Don Mower Lumber Co.

It was learned also that a private investor, identified only as a fricndly Bouthern bank.
(Turn to Page 14)

Picture
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\section*{Bau}

Dear Mr. Er
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\section*{Baum Writes Again about Cass Trrain}

Dear Mr. Comatack:
Finclosed are a group of pictures I took on the trip Satanday aboard the "Legislature Spectart. Picase return these with the rest afles you lave used them.

If the proposal with the Iegislature aits throagh (be wrote on Sunday, October 30 thoday you may be interested in getting mase information of this sort of thing to use in your newspaper promotion.

If so, my offer still stands of taking yoa aroand the two tourist railroads in Pennsyivanis. One, the East Broad Top, which opested up thls August, was in constant communication and made many trips to the Tweetsle in North Carolina. And the operator of the RBT delved into all the facets of the Tweetsie before starting his own operation. And it is from my thiks with Mr. Wilburn of the EBT
that I found out my info on the Tweetsie.
I was probably instrumental here \(=t-1\) several years ago in helping to get the idea started. With subsequent trips with the man from the Tweetsie to purchase equipm. ... from the EBT at cost, I think the idea finall ; blossomed and then trips and discussions wi.a the Tweetsie man finalized the decision 0 : Mr. Wilburn to convince the owners of tha railroad, Kovalchick Salvage concern nez: Pittsburgh,- to follow through with the ido?. Mr . Wilburn was up until the line was officially abandoned (track was never torn up thoug a) and still is the Operating Vice-President. \({ }^{W / o}\) should go on a Sat. or Sun. and next week (the first weekend in November) is the end for the year. You can also compare the multitude advantages the Cass outfit has over the EBT and (Turn to Page 8)


The railroaders call this "clawing" and the old coal-b rner is sure elawing up Cheat.


Oid No. 4 gels shifted. This is up In the mountains six miles above Cass.


From Page 1
the Strasburg. There is not even a ciose comparison on this score. The negative point, \(\alpha\) ? course, is location. But I'd like Mr. Wilbura to tell you about the amount or lack of [ should say, local irade. It's mostly long distance traffic. The EBT is located at Orbisoria, Pa., and the Strasburg at Strasburg. If yod fly I'd be willing to meet you at Harrisburg and if you drive, either in Sunbury or Orblswna.

1 think one of the great appeals in any newspaper drive is partly sentimental. I talked about it on our trip. I avoided it during the legislature talk on purpose. But to reiterate the appeal to me is this. Whereas we've set aside Mountain tops, forests galore, streams and valleys, rocks and monuments as national and state parks - very little has been done to preserve the most cherished herliage of all - our human heritage.

And where is the preponderance of hu man heritage? It's in the East. The Pennsylvania Grand Canyon tries to emulate the Grand Canyon of the Colorado. The Great Smokies and the Hills of West Virginia 'ry to be eastern pretenders to the Rockies. But no matter how hard we try the Monongabela National Forest will never compare with the forest of Sequoia National Park with its towering 300 foot giants up to 40 feet in diameter.

\section*{Want to Be Something Else}

There is no tree in the Allegheny for est that would give 700,000 board fee! of Iumber. There is no canyon in the East quite like Yosemite-Tallulah Gorge in Georgia comes closest, 3000 miles behind. And there Is no all around park like Yellowstone. And there is no grandeur in the world quite like looking at Mount MeKinley (called Mt. Denali
the cost of salvage rall at about \(\$ 1.50\) to \(\$ 2.00\) per foot. And the more rof these places we add, the more attractive a travel package the East will be - or for that matter keeping a perpetual West bound tourist East (like me).

\section*{Let's Preserve the East}

As an aside - If at this time I could land an attractive job in the West I'd do so. I love to travel - and that is becoming the American pastime-and will continue to do so. And with places like the proposed Cass layout I'Il have no need to be out West to be steeped in the beauty of America. I'll be able to do it at home. And yes, we do have some of these things here, such as Williamsburg, Hopewel! Furnace (an iron furnace Nat'l Park in Pa.) along with scores of military parks like Gettysburg, which memorialize and perpetuate wounds of the past with hunks of stone strewn over the landscape.

Let's face it: We've come short of preserving the glory of our East. At Cass we can combine the serene beauty of the East in its finest with the transportation mode-that made America - the Railroad.

And showing steam in its firest hour, a symbol of a passing century of tradition, is a nostalgic item that will live in the hearts of men for time to come; the personal and romantic throbbing of a steam engine along with its plaintive wail!

What American father will not fail to rationalize some reason to take his son for last look and a return look for that matter? You talked on the trip about the West capitalizing on the Cowboy. How about Pail Bunyan lizing on the Cowboy. Were they not as colarful? Who doesn't use lumber? And who doesn't thrill to the thought of a rugged lumberjack deep in the woods calling out in resosant tones - "Timberr"? How many people have gone through an honest to goodness saw


These pietures were made by Mr. and Mrs. Wm. E. Barrelt, In of Arlingion, Virginta, tire train lovers wha come, or did cotne, to West Vircinia to warship at the aftar of the great god Steam. This is No. if Shay at a Cheal walet stop.


ond Nh. 4 gets shified. This is up of the matniulns six miles above fas.


Thls mill was built in 1921, replacing one that burned, Hillbilly feels that this old mill shouldn't se. that down the years it will Jay the state a pretty penny as a seavenir of the past. A logger's auseum could be garnered here.
 That's a log losder, chlldren.
Sure yos know now. But there Bure yot lnow now. sut there
will come a day when you won't. Untese the state of West Virginia, or its businessmen, have the wisdem to prraerve thls rich heritage

And where is the preponderance of human heritage? It's in the East. The Pennsyvania Grand Canyon tries to emul Grand Canyon of the Colorado. The Great drandes and the Hills of West Virginia 'ry Smokies and retenders to the Rockies. Eut to be eastern pretcncers the Monongahela no matter how hard we try the Monongahel National Forest will never compare with the Corest of Sequoia National Park with its towcring 300 foot giants up to 40 feet in diameter.

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There is no tree in the Allegheny iorest that would give 700,000 board feet of lumber. There is no canyon in the East quite like Yosemite-Tallulah Gorge in Georgia comes closest, 3000 miles behind. And there is no all around park like Yellowstone. And there is no grandeur in the world quite fike looking at Mount McKinley (called Mt. Denal by natives and the Indians) towering 16,000 feet from base level and 20,300 feet from sea evel. Watching it as I did, from where I workd, 150 air miles away at dusk was an awe nspiring sight I can never forget. And with the help of two large photo murals I took, I never shall.

Can the East top that? Yes, it can. Not by trying to match that which makes the West great, not by matching mountain peak for mountain peak; but by preserving that which made America great, by preserving that which the East in our history books is noted for-its human heritage.

True we have beautiful forests and hills in the East with a cartain unusual sylvan beauty to set them apart irom those of the West, but it's not a dynamic beauty as with the West: And it's not going to draw people from the Midwest East when it's just about as easy for them to travel West. But it's a combina. tion of our pastoral beauty combined with the dynamism of our rich human heritage that will draw people to the East. Why do people go to Europe? Certaiuly not to listen to people speak a language they can't understand or to see scenery we can surpass several times over in our own backyard. Nor for the opportunity of spending the \(\$ 500\) round-trip airplane fare, It's the human heritage in Surope -the museums cotosseums, pyramids, that take people there. One note-a local friend of mine
serving the glory of our East. At Cass we can combine the serene beauty of the East in its finest with the transportation mode-that made America - the Railrosd.

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What American father will not fail to rationalize some reason to take his son for a last look and a return look for that matter? You talked on the trip about the West capitalizing on the Cowboy. How about Paui Bunyan and the Lumberjacks? Were they not as colorful? Who doesn't use lumber? And who doesn't thrill to the thought of a rugged lumberjack deep in the woods calling out in resonant tones - "Timberr"? How many people have gone through an honest to gocdness saw mill?

Last year in Longview, Washington, I went through the Weyerhauser Mill. There were 25 in our party. Tours were hourly every day of the week. Absurd? No! In a large center of population-no. Just a pure genuine in terest in our human heritage-lumbering. And remember, this is just to see a mill operate. There's no ride involved. No scenery to see. It's not nex. to anything else of interest. There's no timbering to watch. It's just to look at a saw mill.

\section*{We Have So Much ...}

My father-in-law travels East and hauls me around on jaunts for guess what - just to see the remains of old iron furnaces. And there are crowds at the developed places like Hopewell. Why? You know why. And yet there's nothing operating at these places. All there is are guides, pamphlets and restored and reconstructed remains. So, plus these three vitally interesting facets of our heritage we have added at Cass a perennial favoritewe have anded course the not to be forgotten a cave; and of course the National Radio heritage of our future- ha Green Bank. Be. Astronomy observery Gine in Them Thar lieve me thereso in California.
Hills and it's not in California.
And you can continue to aske. I want any possible further help 1 may give ing that nothing more out of it than caved and the


These plictures were made by Mr. and Mrs. Wm, E. Barrett, Jr. of Arlington, Vircinia, two traln lovers who come, or did come, to West Virginia to worship at the altar of the great god steam. This is No. 4 Shay at a Cheat water stop.


Last emptles come from the Cheat woods. It's the last day of a



Clyde Galford brings in wrod from the bils. Yirginia'ty gloriouf t.re
past.
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went through the Weyerthuser Mill. There were 25 in our party. Tours were hourly every day of the week. Absurd? No! In a large center of population-no. Just a pure genuine interest in our human heritage-lumbering. And remember, this is just to see a mill operate. There's no ride involved. No scenery to see. It's not next to anything else of interest. There's no timbering to watch. It's just to look at a saw mill.

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And you can continue to ask me for any possible further help 1 may give. I want nothing more out of it than the feeling that I've done something for a good cause and the self-satisfaction that that gives and the knowledge that future generations and myself will have places to go in the East in quest for rich vacation spots.

Russ Baum

People, who are deeply interested in the fate of the Cass railroad have been
The old choo-choo comes to a bit of tand on the level between the twe swifch-backs on the side of two wwifch-backs on the side of 014, Cheat. If \(6,5,1 / 2\)

Clyde Galford brings in weed frem the hills. This is truly a plic\(t \mathrm{re}\) of West Virginia's glorlous past.



HOVEMBER 12 , 1900 Mountain to the top of Buatr elevation of has a reported three feet of 4,857 fent-Just Knob in Pendleten Spruce highest point in the County point in the state.
Proponents of the purchase say that the steep, oid-style rallrosd, with the old dhamond
stack steam locomptive capabt stack steam locomotive capab! tryside. plus Cass Cavern. a sure-fire tourist attractions.

The underground water said to be about : \(\mathbf{D 0} 0\) feet \(h\) is within the cavern near railroad.

\section*{THEY BEEN WORKIN ON DE RAILROAD}

If West Virginia buys the railroad at Cass, and thus fills its coffers with tourist dollars these men who met on the inspection trip two weeks ago. They are: (sitting left to right) J. C. Cruickshank, Jim Comstock, and Harry Pauley. Standing: Don Crislip, Ted Riffe, Carl Frasure, Dick Bowman, P. F. Long, Robert Jacobson, A. L. Reed, Carl Gziner C. H. Koontz, Don Mower, Ward M. Dawson, Sr., Mr. Yokë, T. G. Matney, and Herb Echupbach.

\section*{Cass Train Report}
(From Pace 1)
er," is interested in buying the railroad if the state decides against making the purchase: His reported offer is about \(\$ 75,000\).

Co-Chairman Harry R. Paul-

\section*{ONLY RAILROAD} NOT MERGING
Betu-ent \(5^{\text {nessing }}\) of two leóislative © - mmiltees Sun. \(^{\text {man }}\) Ti. fiesting sonstors and uelogaties- discussed the possibility of issuing passpossibility of issuing Masses on the scenic Mower
Lumber Co. railroad.


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said to be about 500 fect high.
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lifyusde, plus Cass Cavern, are
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Proponents of the purchase
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\section*{(From Page 1)}
er," is interested In buying the railroad if the state decides \(a\) gainst making the purchase: His reported offer is about \(\$ 75,00 \mathrm{p}\).

Co-Chairman Harry R. Paul. ley (D - McDoweil) poini-न an: that the Government ard Fl nance Committee Vacker a quorum to take formsl action Sunday. The total of four members present was two short of the quorum required for the 10 member committee to do business.

Pauley said he was reasonably certain, however, that the full committee would approve the decision to talk about the matter further with the Conservation Commission. The other three members present were Sen. A. L. Reed (R-Preston). Del. Herbert Schupbach (D-Wetzel) and Del. Ward M. Dawson (R-Morgan).

\section*{Will Meet Nov. 13}

The committee set Nov, 13 for its next meeting. More positive action is expected at that time.

A note of urgency was injected in the meeting by a let-
is the suly criterios in deter miniag whether we need more monry or not. We shall talk about the improvement of ed ucatinal quality, instead, or at frast in addition. We shall try to work out ways of identify: ing and rewarding talent as tistinguished from mere timeserving. It's talent that we want to get and don't want :o ost-fet'l put our money there -we can always get warm bodies to stand up in a classroom and call the roll. We shall vis It each other's campuses and earn about each other's problems and strengths first hand. get tired of hotels-but never of campuses. We shall help each other. First we must sell, even more than we have, the values of higher education to the people and their leaders-make absolutely clear its indispensability to the State, to the Nation and to youth in the second half of the 20th century. We shall join in encouraging iscreased corporate giving to higher education and in educating all our alumni to the fact that their own education whether public or private, was heavily subsidized. Together we have avenues of approach to foundations, corporations, lagislatures, churches and individuals and groups of all kinds that we may not have sepa rately or alone.
We shall endeavor to explode the fallacies in the public mind such as that tax-assisted institutions don't need private sup port, that voluntary contributions to public institutions re duce contributlons to other in stitutions, that private institu. tions can survive by just keeping on raising tuition, that pri vate institutions suffer unfair competition from low fees in tax assisted institutions. All of these are sheer nonsense. Let's

\section*{The Latest Word on Cass Choo Choo}

By Ivan N. Hunter
Just about everybody in West Virginia, and several other states too, with a few notable exceptions, has fallen in love with the Cass Railroad. This fact was brought out at the Legislative committee meeting held in Charleston Sunday, November 20.

A petition bearing the names of 1500 Marshall College students, along with numerous letters and wires, was read to the six man group before they unanimously voted on co-chairman Harry Pauley's motion to recommend the purchase

The motion instructed Conservation Director Warden M. Lane, to get in touch with the owners of the railroad and rolling stock and attempt to get a reasonable price quoted for presentation to the full house membership when they convene in January for the 1961 session.

During the Sunday meeting Director Lane revealed some of the long range plans for tourist development in West Virginia by his Conservation Commission. The Director specifically mentioned the Seneca Rocks area and the Bluestone Gorge as projects whose development should have higher priority than the Cass scenic Railroad.
Lane expressed only mild enthusiasm for the development
scholarships. We are about to set up a joint statistical service and joint efforts in fund-raising. We hope to work more closely together increasingly in the highly important field of adult education.
of the Cass line but told the be in business, at a fraction of committee that his department the cost estimated by Director would be glad to operate the Lane,
scenic line if the legislature Even the amoant of coal refollowed the committee's ap- quired to climb Bald Knob figproval and "give us enough money to run it on".
Listing some of his objecttions to the project the Conservation Commissioner noted that the town of Cass was almost inaccessable to concentrated tourist traffic. He also stated that the cost of acquiring and onerating the scenic shay line might prove prohibitive.

Ted Rife, an employee of the radio-astronomy
center at Green Bank, and an ardent ipokesman for advocates seeking to preserve the last steam mountain line in operation in the eastern United States, disputed some of the-cost figures quoted earlier in the hearing by Director Lane.
"The Bluestone Gorge and Seneca Rocks have been in place for a million years, and will last another million", Rife said. "But the Cass Line will be sold for serap unless somebody takes action soon", Rife went on.

Dsputing the need of an expensive lodge to house and feed tourists Rife explained that the state could purchase several old Pullman coaches and dining cars and set them off on a sid. ing and the Cass Railroad would
ured in the discussion. Warden Lane had earlier told the legislators that his department estimated that it would. take ten tons of coal to make the stecp ascent.

Railfan Rife challenged the tonnage figure and told the members that it would only take four tons to climb it he mountain and "a half a ton to come down".
"We propese to hold a pub. lic meeting somewhere in the state, as suggested by the Weat Virginia Hillbilly, to plan for action to present our cause to the West Virginla Legislature when it convenes in Jamuary \({ }^{4}\). the astronomy center accountont announced at the meeting"Public notice of the time and place will be announced," Rife concluded

EGAN WROTE HUMOROUSLY OF THE CIVIL WAR
One of the few humprous books on the Civil War is "The Flying Gray Haired Yank" written by Michael Egan of Parkersburg in 1889.

\section*{TWAIN'S PARENTS LIVED}

IN MASON COUNTY
The parents of Mark Twain once lived in Mason County.

\section*{Person to Person}
R. E. Mathews of Weston will at the invitation of WOR to tell receive Hillbilly for the next tv and radio audiences of the 52 weeks with the Christmas Manhattan area why Hillbilly is


\section*{Time to Start Workin' on 'de Railroad}

There is sonebody whe will be necmary to tale case prout masdate and he in serving sem't like a railroad Kome- of visitors. ity whe doem? wast to buy That somebody is tirst the he didn' ay do it, and it wasn't ie Frtte Casr Ratiroad and Goverpor of West Virgivil. He dose. One wandern why the gow nd it to chugging up to the docan't like it heronse if he did ernof doerst like the raitrast, 7 of Old Eatly with a cargo he woald have suid to the leghs. The Senite of Went Varcinia 7 freespestinge fasioving lature. "Nay that lirtle ruilroad they the ralroad and put it in
 There's somebody that doesn't of the faurist jar. Buy It, boys. But the Houe didn'l like the
 iat little railroad, to bulding nor has heen made poud tather House and the senate have to ie lurge tourist sampt that of the West. Virguians by a agree or the thadget can't low sub-


31/2 MILES TO THE TOP

OF NEW ENGLAND

Hillbilly's Salute to The loich I mitted and the lectitatert ent adjoom until they gee togethof so tsere was a kind of comprise.
atd if the Cumservation \(C_{0}\) and if the Cunservation Com-
minen wists to buy it litet. theal they cat hoy it. That was nice on the murface, but it Mill means that there's somehody ith power who doesn' tike the little
railroat and that the stale will railroad and that the state will never buy it. Or so this paper thisiks
There is sumembenty who liknt the lttle Cass railroad. This puper, for instance. Ifut this pap er balt any judfe because this paper is one man's opinion. 80 that fan ber thiteaunted. Itu: little railmad and that is the about everubody in Whet is just about everybody in Weat Viritisbudect of the ntal man an thr budget of the pate, Why they don ' like it, nobody knows. One af the be mern vyn it wilt take too muth money and he talked about tollets on top of the hill and about other thinge Thit paper sald back to himg tet the railroad first and then get the boat thave thimits iner taik a Dest the man oat rafile sensible paper fot ruffled and mothody paper fot ruffled and nobody
got anvwhere got anywhere
Now this paper predicts that If the thing is left up to the slate, that the rallroad will the Vidd to those people in Marion. Virginia, who would like to have If to attract tourists. But that Ibouldn't happen and this paper will scrap tilf hell freeaes over or cils and the lset spoke it taten up and sold ta the old fomin

The Biggeot Treasure in Hew England! MT. WASHINGTON.N.H.
3数MILES FROM TOP TO BOTTOM!
 the New bumishan.








\section*{Time}

\section*{to} Start Workin' on

There is somebody who mestl ibe a raltroad. Somexdy whe dovent want to buy if thrte Cass frattroad and nd if to chacxing up to the (p) of ond lalaly with a cargo freespenting. fun-loving nifitita.
There's stemebody that doesn't ant te pet the unemployed sople of Cans to work running क्र little railroad, to building
ie large tourist camps that
will be necessary to take care of visitors.

That somebody is, first the Governor of West Virginia. He doesn't like it because if he did he would have said to the legislature, "Buy that little railroad and let it be the first olive out of the tourist jar. Buy it, boys, and let's give the people back a little something." The Governor has been made good father of the West. Virginians by a
great mandate and he is serving by the divine right of kings. But he didn't say do it, and it wasn't done. One wonders why the governor doesn't like the railroad.

The Senate of West Virginia likes the railroad and put it in the budget so it could be bought. But the House didn't like the little raiiroad and they said, no, they wouldn't itemize it. The House and the Senate have to agree or the budget can't be submitted and the legislature can't adjourn until they get together. So there was a kind of comprise.
"Let's put in enough money and if the Conservation Commission wants to buy it later, then they can buy it." That was nice on the surface, but it still means that there's somebody in power who doesn't like the little railroad and that the state will never buy it. Or so this paper thinks.

There is somebody who likes the little Cass railroad. This
adjuom until they get togeth.
\&t So thete was a kind of com: prise.
Thets pat in enough money and if the Conservation Com: miviea mants to buy if later, thell they can buy it." That was fice an the surface, but it still means that there's somebody in power who doesn't like the little railroad and that the state will never buy it. Or so this paper thinks.

There is somebody who likes the little Cass railroad. This paper, for instance. But this paper isn't any judge because this paper is one man's opinion. So that can be discounted. But there are others who like the little rallroad and that is just about everybody in West Virginfa except the strong man on the budget of the state. Why they don't like it, nobody knows. One of the big men says it will take too much money and he talked about tollets on top of the hill and about other things. This paper said back to him, get the railroad first and then talk about those things. Be sensible. But the man got ruffled and the paper got ruffled and nobody got anywhere.

Now this paper predicts that if the thing is left up to the state, that the rallroad will be sold to those people in Marion, VIrginia, who would like to have if to attract tourists. But that shouldn't happen and this paper will serap till hell freezes over

(9) This is the story of your trip up Mount WoshingIon on the World's Fist "Cog" Gallway, inivenied and buhl by Sylvestar Marbh of Lithlaton, 14. H. This unicquer reitway, attes thretes long years of construs. thon, was opened on July 3, 1869 und has opesrated contimuously since that time excepl for me yeur in the first world war and three in the lost.

Werathar permithing, trairs will leave the Bose Station tivery time the slack strikes the howr from nine in the morning untal six in the evening ( \(9 \mathrm{~A} . \mathrm{A}\). to © P. A., D. S. T.). When tratific demonds, extra stations ore ron on the regularly scinedeled trips and this cawses the trains to get stt schecdule. In early June and fote Semfermher framm run at 11 A. M. ond \(2.15 \mathrm{P} . \mathrm{M}\). others as fraffic demands.

\section*{on de Kalirudd}
id he is serving bt of kings. But t, and it wasn't rs why the gove the railroad. West Virginia and put it in uld be bought. idn't like the they said, no, mize it. The inate have to \(t\) can't be subisiature can't get togethkind of com-
nough money rvation Combuy it later, it." That was 1, but it still somebody in fike the little be state will ) tris paper
who likes Iroad. This Det this papecause this opinion. So wied. But is like the hat is juit ent Virginlas on the why they sown. Ose I will take the faliend ft the hill tige. Tils A, get ther
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\section*{The Bigqest Treasure in New England! MT. WASHINGTON, N.H.}

\author{
31: MILES FROM TOP TO BOTTOM!
}

This is the story of your trip up Mount WeashingIon on the World's First "Cog" Rallvay, imveriled and buils by Sylvestar Manh of Linleten, N. H. This uniqua railway, oftes thrus long year: of construc. fions, was operned on July 3, 1669 und has oparated continuously since that time sacept for ond yeior in ther first world war and threve in the lost.

Weather permilling, Trains will leave the Bare Station overy time the clock strikes the hour from note in then thorsithg ansil wix in the evening ( \(9 \mathrm{~A}, \mathrm{M}\). S. 6. F M, D. 5. T.), When teatic deavands, extra
 oled xhis obwen the traint to get off sebestulo. In marly herom onat figie feptecotaer traine ran of 11

xit ming tinat is Just 4houf cuarthoily in Weit Virein. is keowpt the strong man on the buttert of the state. Why they dent like at, nobody knows. One of the big meth say it will take foil moch moncy and he talked about tollets on top of the hill and about other things. This paper said back to him. get the rallrwed firnt and then talk aboat thove things. Be sensible. But the man got ruffled and the papher got ruffled and nobody fot anywhere.

Now this paper predicts that If the thing is left up to the state, that the railroad will be sold to those people in Marion, Vircinia, who would like to have it to attract tourists. But that shouldn't happen and this paper will scrap till hell freezes over or until the last spike is taken up and sold to the Old Dominion, which apparently has more gumption and leadership than the New Dominion.

If enough of you West Virginians are interested in buying stock to make this thing possible, now is the time to say your piece. Write this paper now as to what extent you can or will go. Write to us until we get good organization to take over

This is ithe shery of your trip op Mount Wasking Ion on the World's Fist 'Cora' Failvar. in. H. This and buth by Sylversar Monh of Linleston, of cormerve: Unicjus milway, ettei theds long year has opentated thon, wap operied on July 3, 1869 and has op, itar in Continuously since that time fincor the Inst thes first world wer and thise in the lost

Wealher permilling. trains will leave the Bors Station avery tirne the dock smikes the hour from nine in the morntrg urtil six in the evennisg \((9\) A. Ah. 106 P. M., D. S. T.). When tratfic demands, scipes victions ore ron en the requatariy wiof tikhedule in end this catses the traina seatember traims rum at 11 A M. and 2.15 P . M. others as spoffic demands.
from there. also watch for a big meeting in the Civic Center or somewhere soon. At this meeting we will have experts on hand, we'll have lawyers to tell how to organize stock companies, and we'll have a treasurer on hands to take money.
Let's prove to the world that West Virginia doesn't have to go prowlng around Washington for commodities for its people
to live. Let's take what God has given us in good scenic negotiabilities and turn them into cash. Watch for further word from this paper.

However, it is possible for the state to do something. But this paper thinks the chances are molecular. This paper thinks it is a job for the people, not the people who represent the people.

\section*{to The Irish Is on Page 14, B'gora!}
iurists.

There's somebody that doesn't ant to put the unemployed eople of Cass to work running tat little railroad, to building 1e large tourist camps that
and let it be the first olive out of the tourist jar. Buy it, boys. and let's give the people back a little something." The Governor has been made good father of the West. Virginians by a
wes the rallroad and put it in But the House didn't bought. little railroase didn't like the they wouldn't and they said, no, House and the Senate have to agree or the budget can't be submitted and the legislature can't, adjourn until they get together. So there was a kind of comprise.
"Let's put in enough money and if the Conservation Commission wants to buy it latar, then they can buy it." That was nice on the surface, but it still means that there's somebody in power who doesn't like the little railroad and that the state will never buy it. Or so this paper thinks.

There is somebody who likes the little Cass railroad. This paper, for instance. But this paper isn't any judge because this paper is one man's opinion. So that can be discounted. But there are others who like the little raliroad and that is just about everybody in West Virginia except the strong man on the budget of the state. Why thes don't like it, nobody knows. Ont of the big men says it will taki too much money and he talker about toilets on top of the hil and about other things. Thi paper said back to him, get th railroad first and then talk ; bout those things. Be sensibl But the man got ruffled and th paper got ruffled and nobor got anywhere.

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\section*{Complete Text of Russeli Baum's Cass Railroad Plea}

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Railroads, and expecially logging railmads have for the past 15 years been my primary hobby. Through busimeas, the military service, and vacations, I have tarveled and seen most of the interesting railroads in 49 of our 50 stres. Canada, and Mexico from the Cookuila and Zocateas to the White Pass and Yukon. In riding over the Mower railroad last October it occurred to me that few Reilroad and none of the operating tourist railroads came close to matching the Mower in spectacular wenery. Further the most scenic part of the line is within 6 miles of Cass.

It was because of this ride that the thought kept mulling over in my mind that this definitely would be the line to preserve 15 an operating logging railroad to be promoted as a tourist attraction. It would be a natural for the state to irclude it in its Park System. This whole concept of a raliroad park is not new. In 1947 the Edarville IL.R. was born in Cape Cod District of Mass. with six mile of track around a Cranberry Bog. Today it is the most successful of the tcurists operations. The passengers each year are in the hundreds of thousands.

Another tourist rallroad is the Tweetsie at Blowing Rock, N. C., near the Smokies but in a remote section of \(N\). C' I was told that last year they
is the Silverton Line ruaning from Durange to Sitverton, Colorado. They are booked up in adivance for tickets and a ride over their 45 miles of track requires a four day wait on the average. Today Durange is a booming tourist center. Hotel rates shot from \(\$ 2.50\) eight years ago to \(\$ 7.00\) today for a single, and the uiusual pari is tiat Durange is 450 miles from the nearest city of over 5.000 population and has to compete with such attractions as the Grand Canyon, Rocky Mountain National Park, and Yellow. stone for the long distance tourists.

Another is the East Broad Top in Penna. It started this August with a five mile trip through some pleasant farm land. It is presently bettering expectations and Mr. Wilburn, the operaitng Vice President, expects to add to the line next year.

Although these other railroads are operating quite successfully, they have only one basic attraction, that is a railroad with an operating antique steam engine hauling poeple for an average of five miles over the track. The Mower Lumber Co. Railrjad has far more to offer.

To start with, it would be the operation of a real rallroad-most of the tourist lines are built for the occasion and for the historian type person, therefore lack interest.

The Mower does not merely go around in a circle or over an unintere"ing stretch of land. The other lines operating in the East can come nowhere near matching its scenery. You would bave the added interest of lumberingturn of the century style-and lumbering in itself has a great appeal to many people. Today in the United States the only railroad logging by the old method or rail to logging point and skidder ear
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The engines themselves are very unique in the annals of Railroading. They are Shay geared stear engines complet? with a real 1890 dimond stack. There are two switchbacks on the line. And I know of only two others left in the U. S.

There is an added attraction of a mammoth cave only about 50 yards from the suggested termination of the line on the hill. This cave has received innumerable write-uns in certain magazines. A cave in itself would attract numerous tourists, and the combination wauld make a very strong tourist attraction.

Then at Grcenbank, five miles away is a large observatory that would help attract still more people.

The Mower operation would require the operation of only five miles of track and the purchase of six miles. This would take the line through its finest scenery, and five miles is the ideal length for this sor: of thing.

Because the major investment is there, the cost would not be large and no more than scrap value for rail and engines.

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Trainfan Baum, a Pennsylvania businessman, made this speech before the House of Delegates, Oct. 4.
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\text { Wa Hillhilly } 10 / 22 / 1960
\]

\section*{Complete Text}

My purpose here today is to suggest the feasibility of the state of West Virginia's purchasing and openating a segment of the Mower Lumbar Co. in Cass, West Virginia as an operating museum of railroading and lumberingturn of the century style-for the bene\(f\) ft of the people of the etate and as a major tourist attraction. And further, to show that this tourist attraction would pay its own way from its own revenue.

Railroads, and expecially logging railroads, have for the past 15 years been my primary hobby. Through business, the military service, and vacations, I have tarveled and scen most of the interesting railroads in 49 of our 50 states, Canada, and Mexico from the Cookuila and Zocateas to the White Pass and Yukon. In riding over the Mower railroad last October it occurred to me that few Railroad and none of the opera ting tourist railroads came close to matching the Mower in spectacular scenery. Further the most scenic part of the line is within 6 miles of Cass.

It was because of this ride that the thought kept mulling over in my mind that this definitely would be the line to preserve as an operating log. ging railroad to be promoted as a tourist attraction. It would be a natural for the state to include it in its Park System. This whole concept of a railroad park is not new. In 1947 the Edarville R.R. was born in Cape Cod District of Mass. with six mile of track around a Cranberry Bog. Today it is the most successful of the tourists operations. The passengers each year are in the hundreds of thousands.

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ow hannmer af acing I bat eoncentrating quite lecher- tion. And tbere are athers. Dick
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 tion And tbere are athers Di
Bownan, wlam 1 know and D
Fraek Frank Callerdar of the Gree
Rank observalory. Meat D Ptillip Newell', somebody say and I shake hands with a sub scriser wasm I have hear much about but had met.
Strangely enough I learned about Rev. Newell. Presbyter ian pastor at Greenbank, when went to New York that time to check the Big City for it poverty and depressed areas a people following the dressing down that the Saturday Eve ning Past grve West Virginia. One of the social workers ther rok me about Greenbanks Rev. Newell And others had known as the Hotrodding Cir known as the Hotrodding Circuit Rider in a Jaguar. He wa there and so was his Jaguar And so were his wife and chil dren. I have never met a more delightful family.

And there were others there at the statior. Tom Edgar, fo instance. Tom is running for House of Delegates (Democrat from Pocahcntas. He is the describes in her chapter describes in her chapter on Hillsboro (her birthplace) is "My Many Worlds". Tom Edgar left his "other half", his two legs, in Europe. There's story there, which I haven' lime or roor for now. Let it suffice to say that he was an officer and he sat in a church in Germany (?) making plan for an attack when a bomb came through the roof and took his legs off clean above the knees Yes, there's a story there be-
cause the offiser completed his cause the offiser completed his
plans, gave sone orders in conplans, gave sone arders in con-
rection with trem and called a nection with trem, and called a
driver and had himself loaded driver and had himself loaded
into a jeep and taken away to the base haspital. Tom Edgar is indeed a man.

We see loads of steel alont| the track and I am joited ints the thoaghts of how this trais and is track will be like certain of the natives of Guan whors the Japarese slew. They, the Japt, made each man di his jrave and get down on his
knoes at the edge of it, so tha knoes at the edse of came down Whon ite big knicked in after he could be kead. It's like this lor the kind old steam locolor the kind oid steam locopull up its track and haul it to pull up its track and haul it io when the job is done it too will go for scrap. Uniess, of course, the State orders stay of execution.

Train With Smoke
We pass a road and the whistle toots a warning. A car tops and disgorges its passengers because a train with smoke 8 something to see. A litile irl waves and I remind my elf o read some of goot old fom Wolfe and I promise, my self I will Upward we go and it gets colder and 1 hear
Cruickshanks say that "Poor old Comstock is going to freeze death" and 1 look about me and see that all the rest have intelligently anticipated this kind of weather and are dress. ed in fitting garb. And. Dick Bownan has evidently anticipated my dumbness and has brought along an extra parkaike thing which he gives me humny'l bandage and I newer tat it so good.
Join Killoran comes up to me and I say, "Fill me in "John" and John fills me in and good "This is one of the steep railroads. Rallroad graces are tald in percentages. A rse of one inch per hundred feet is ore percent, for instance.
ferent shades of blue in each receding peak. I talk with Tom Edgar's wite, charming and devoted wife. I ak her how he will negotiate the problems of the tagislature that there have been many problems but all hrve beed olved and taken care of, and this one will. Mrs. Bigar is a this one will. Mrs. Bdgar is a
learned and well-reed woman and her knowledge of things in general is rather tremerdous and her interest in promoting tourim for West Virmoting totirism for West Vir-
ginia in general and her owra Pocahontas in particular is almost a passion with her. And Peral Buck is indeed a passion.
Her father-in-law, Tom's father, of course, owns the old Pearl Sydenstricker 3uck home at Hillsboro. Pearl Euck comes often to visit the place and In this way has become something of a member of the Edgar family and they lave her, Or Mrs. Tom Edgar does. "She is the most gracious woman 1 ever knew", she told me, "Sha is kind and considerate, and devoid of all pretence. You would think she would have the right to 'put on' just a little, but she doesn't. And she has no use for people who pretend to be something who pretend to
that they aren't".

\section*{Character of Pearl Buck}

I had heard that Tom took offense at Pearl Buck's referring to him as 'half man' in kar book. "Nothing to it-at all. Tom knows what ste meant. He knows what hrppened to him. He isn't a baby, As a matter of fact he is all man. He understands more than people think and he bears no grudges. I think he is pretty great".



\title{
To Buy or Not To Buy a
}

CERTAIN WEST VIRGINIANS OF GOODWILL TAKE A RIDE BEHIND A SMOKE TO LOOK INTO THE FEASIBILITY OF THE STATE'S BUYING THE RAILROAL

One barometer of aging I think is a propensity to associate a contemporary act with a halfremembered tune or the half forgotten words of an old song. Last Saturday there kept coming to my mind's ear bits of an old hymn that I used to listen to, but was never brave enough to participate in, about life being like a "mountain railroad with an engineer that was brave" and admonished me and the rest of the congregation to "make the run successful from the cradle to the grave".
The "contemporary" association was a real Mountain Railroad, one which I felt was approsching a premature grave as its work being done in the moods of Cheat above Cass in Pocahontas County was done and it. track and locomotive. was being sold for scrap. I had fortunately. and somewhat Eifracutouaty, been the engineer that was brave in a bit of legislative maneuvering that brought the depredation to a stawdstill unfil a delegation of fegitators could took into the matief of preserving this vestige of steam for a possbite twarkit atliactiona

Mest la Marlinten
The day of lonkisg inte the कunter mas Satanday of Cass ane I whe uftiled loy Iescislative
but concentrating quite lecherously upon a herd of young heifers in a field, who éxasperatingly pay him no mind at all but graze on with the hard-toget nonochalance of the gender.

The first man I meet at Bill Sperry's El Poco, the appointed place in Marlinton, is Mr. Koontz himself who is standing in front of the place and wondering why it isn't open. He tells me where Senator Carl Gainer is in the motel I go there and after a while Senator Arch Reed comes in and we all go to breakfast, the place now being open and bustling. At one booth are Mr. and Mrs. Koontz and at another is Delegate J. C. Cruikshanks. Speaker Pauley comes in.

\section*{Ike and Taxes}

Bill Sperry introduces me to a stranger, a fellow by the name of Gambill, who is a tax lawyer, and who stops at Bill's place when passing through that part of West Virginia. "Tell him that story", says Bill and Gambill haltingly tells what he had been telling Bill, fomething about how President Eisenhower evades taxes by renting his Gettysburg farm to George Allen and Clint Murchisoin or somebody. None of it is clear to mo, or even interesting. but the fellow gets to tatking but the fellow gets to talking sbout how big shots play up to
tion. And there a Bowman, whom I Frank Callendar Bank observato Phillip Newell", and I shake hat scriber whom much about i met.

Strangely en about Rev. Nt ian pastor at ( I went to New to check the poverty and d people follow down that tl ning Post ga One of the sc told nle al Rev. Newell told me abo known as tl cuit Rider it there and : And so wer dren. I hav delightful

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\section*{Meet In Marlinton}

The day of looking into the matter was Saturday at Cass and I was invited by Legislative Auditor Clarence H. Koontz to be at the point of assemble at Marlinton at nine o'clock. I left Richwood early so that I could drive slowly over Kennison mountain and absorb the autumn beauty for which this drive is famous. There are drives more beautiful in the world, I suppose, but I have never seen them. The day was exactly right as to weather and temperature At 7:55 I started down the Pocahontas side of Kennison and stopped here and there just to look at it all. Earty morning vapor was rising from the prote theatre wings of the hills and the sun was fonming through strong enough,


\section*{I} Senator Arck Reder a whle Arch Reed comes in and we all go to breakfast, the place now being open and bustling. At one booth are Mr. and Mrs. Koontz and at another is Delegate J. C. Cruikshanks. Speaker Pauley comes in.

\section*{Ike and Taxes}

Bill Sperry introduces me to a stranger, a fellow by the name of Gambill, who is a tax lawyer, and who stops at Bill's place when passing through that part of West Virginia. "Tell him that story", says Bill and Gambill haltingly tells what he had been telling Bill, something about how President Eisenhower evades taxes by renting his Gettysburg farm to George Allen and Clint Murchison or somebody. None of it is clear to \(m e\), or even interesting, but the fellow gets to talking about how big shots play up to the President and he starts talking about this fellow who gets invited to the White House and how he works the deals that keeps him on the invite list. One involved a book, and is a story, I think, worthy of the prints.

At a dinner Eisenhower spoke of a poem that he hadn't read in years, but would give a farm -or maybe a golf course in Georgia for if anybody could locate it. He said the poem was about a boy on the farm, who hated it, and then grew up to become a wealthy man, but now he wanted desperately to get back to the simple ways again. "The President could quote but two lines from the poem. That's all he knew.

This fellow who was trying to make Eisethower didn't say a word. Soon as the dinner was over, he got, to a phone and started calling book atores in New York. He recited the
poverty and people follov down that 1 ning Post gi One of the 8 told, ne a Rev. Newel told me ab known as \(t\) cuit Rider there and And so we dren. I hat delightful

And the at the sta instance. House of from Po "half m: describes Hillsboro "My Man left his legs, in story th time or suffice t officer a in Germ for an att through legs off Yes, the cause th plans, g nection driver a into a the bas is inder versity railfan. who is Attorne subscrib Frazier

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Kennison and stopped nere and
there just to look at it all. Early morning vapor was rising from the prone theatre wings of the hills and the sun was coming through strong enough, and carly enough, to turn the dew, or maybe the crystals of the frost, into a sequin spangled type of thing that sparkled on the bright and fircy reds and oranges and yellows of the leaves, not to speak of the undertones of brown limbs and green of still green leaves, and created within me the image of bespangled gypsy girls dancing in an aurera of Kleig lights. What a wonderful wonderiand this all is, this drive in the autumn over Kennison.

The beauty of it parades and extends on down the countour of the hill and hills to the green level below, where the frost hasn't come so early, and where green clings for a few more precious minutes before Comning the fatal costume, which, although colorful and eay, Is still the danse macabre od matare, the last fling before stit Buroness Winter holds all Is thrafl. I have become potetic, bot realify ferks me back. I enme down hard upon the texates and ewerve dangerously Ya wobid hitting a young bull wherts lus strayed from a field ande etive a ferice and stands in the poisd. fths head is thrust forment, nompoquivering -as his Rwatitus eilate is and out like 4 hetlows, fritig tie no glance
locate it. He said the poem was about a boy on the farm, who hated it, and then grew up to become a wealthy man, but now he wanted desperately to get back to the simple ways again. "The President could quote but two lines from the poem. That's all he knew.

This fellow who was trying to make Eisenhower didn't say a word. Soon as the dinner was over, he got. to a phone and started calling book stores in New York. He recited the quotation to each of them and offered a ridiculous price to the man who could find it first. One was found after a short time and the man chartered a private plane to fly the book to Washington and within a short time after the dinner was able to say to the President, "Oh, by the way, I just happen to have with me the book that has that poem in it that you wanted. .

\section*{Last Train from Cass}

There's no sense in taking all the cars, so we double up and it isn't long until we are at Cass. There is a crowd about the old steam locomotive which is belching out smbke in proper salutation. I see famiHiar faces in the crowd and new ones too. There is, first as, always when a steam engine is purfing. John Killoran, it t WSAZ.TV man, who has been coing to bat for the train's for the irais's museum a preservation over his iv istauthercome

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\section*{E-BELCHING LOCOMOTIVE, THE LAST OF ITS KIND,}

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re others. Dick know and Dr of the Green Meet Dr. omebody says is with a sub-
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We see loads of steel along the track and I am jolted into the thoughts of how this train and its track will be like certain of the natives of Guam whom the Japanese slew. They, the Japs, made each man dig his grave and get down on his knees at the edge of it, so that when the big knife came down he could be kicked in after his severed head. It's like this for the kind old steam locomotive we are riding. It will pull up its track and haul it to the bottom of the hill and when the job is done it too will go for scrap. Unless, of course, the State orders a stay of execution.

\section*{Train With Smoke}

We pass a road and the whistle toots a warning. A car stops and disgorges its passengers because a train with smoke is something to see. A little and I remind my. self to read some of good old Tom Wolfe and I promise.myself I will. Upward we go and II gets coider and 1 hear Cruethakanks say that "Poor suld Cemotiock is goling to freeze 19 Aleata" and 1 look about me ated see that all the rest have hatelligently asticipated this tind of weather and afe dressodi is fanting garb. And Dick Sowman has exidestly antich peind uny dxumbiess and las
ferent shades of blue in each receding peak.

I talk with Tom Edgar's wife, a charming and devoted wife. I ask her how he will negotiate the problems of the legislature if he is elected. She tells me that there have been many problems but all have been solved and taken care of, and this one will. Mrs. Edgar is a learned and well-read woman and her knowledge of things in general is rather tremendous and her interest in promoting tourism for West Virginia in general and her own Pocahontas in particular is almost a passion with her. And Peral Buck is indeed a passion.

Her father-in-law, Tom's father, of course, owns the old Pearl Sydenstricker Buck home at Hillsboro. Pearl Buck comes often to visit the place and in this way has become something of a member of the Edgar family and they love her. Or Mrs. Tom Edgar does. "She is the most gracious woman I ever knew", she told me. "She is kind and considerate, and devoid of alt pretence. You would think she would have the right to 'put on' just a little, but she doesn't. And ohe has no use for people who pretend to be something that they aren't".
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John Killoran comes up to tre and I say, "Fill me in, "John" and John fills me in and good. "This is one of the stecp railroads. Railroad grades are told in percentages. A rise of one inch per hundred feet is one percent, for instance. Fow most Main Line roads are from one and a half to two perient. Some few roads, but not Main Liners, are five or six pueticest But never more. This this is aifie percent. Just think of Hath, plthe percent".

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\section*{Character of Pearl Buck}

I had heard that Tom took offense at Pearl-Buck's referring to him as "half man" in her book. "Nothing to it-at all. Tom knows what she meant. He knows what happened to him. He isn't a baby. As a matter of fact he is all man. He understands more than people think and he bears no grudges. I think he is pretty great".

And I think she is pretty great too.
We have chugged up grades and through autumnal follage that looks like polychromatic needle point work at times, and colorful and downy gossamer at others, depending upon how the sun shines or how the dhadows fall. We come to a farm where cattle and sheep grase and I am told that there sa a eave near here, a eave
nilt a subterraneas watorfall
higher than the mighty Nia-
gane. Wil we see iit? I ask
and am told that it will have
of Main Liners, are five or six percent. But never more. This one is nine percent. Just think of that, nine percent".
I don't notice the climb upward because it is gradual. I do notice that the autumn plendor is to be seen on all sides and back behind us is a ralley with a backdrop of hills. Now we come to a switch-back, end Ruselll Baum, who started the whole thing, as you will remember if you have read the pant two papers, rushes up to tell twe something.

\section*{Switch Backs}

There is only one other in the United Scates. This has to switch to climb the hill'. What he means is being demonstrated. The enfine pell ahead and stops, the track is saitched, and now it is prolting instead of pushing. Ans this inn't so good at all bercase the wind is against us aud all the minute, and not at misale, ciaders from the smoksatlark descend upon us Le Eirty kive and we all seek heud ceverage, using my parka tuont, and sthers usiag handkerwhatever they can Thit tywzed to is new voly dithinetly us and the beauif at the sions is aimost pain
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and through autumnal foliage that looks like polychromatic needle point work at times, and colorful and downy gossamer at others, depending upon how the sun shines or how the shadows fall. We come to a farm where cattle and sheep graze and I am told that there is a cave near here, a cave with a subterranean waterfall higher than the mighty Niagara. "Will we see it?" I ask and am told that it will have to wait another time. We turn a bend on the level, make a curve on the slant, then head for higher ground. Another stop and a start and the secontd of the two switch-backs has been met and taken. It is colder and the air is stronger, like a wine, and I wish there were more along to drink it all in with me, and share it, and to toss the dregs of contentment back to grow and multiply for others. I now see what it would mean, this railroad, to hundreds of people who have never gone up the side of a West Virginia mountain, by foot or rail, and I think how lucky the state is that Russell Baum came to us before the tracks were taken up and alerted us sleepy people.

There is more beauty; beauty of white jutting rocks from the aide. trees of all colors. And there's a deep red here. Dick Bowman brings it at a stop.
(Turn to Page 14)

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LL TAKE A RIDE BEHIND A SMOKE-BELCHING LOCOMOTIVE, THE LAST E STATE'S BUYING THE RAILROAD AS BAIT FOR TOURISTS, WHO HAVE
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Reed comes in His brcalifaut. the ng apree and bust. posth are Mr and ant at angther
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tion. And there are others. Dick Bowman, whom I know and Dr Frank Callendar of the Green Bank observatory, "Meet Dr. Phillip Newell", somebody says and I shake hands with a subscriber whom I have heard much about but had never met.

Strangely enough I learned about Rev. Newell, Presbyterian pastor at Greenbank, when 1 went to New York that time to check the Big City for its poverty and depressed areas of people following the dressingdown that the Saturday Evening Post gave West Virginia. One of the social workers there told nie about Greenbank's Rev. Newell. And others had told the about him, how he is known as the Hotrodding Circuit Rider in a Jaguar. He was there and so was his Jaguar. And so were his wife and childrea I have never met a more dellghtfal family.


We see loads of steel the track and I am joltec the thoughts of how this and its track will be lik tain of the natives of whom the Japanese slew. the Japs, made each mi his grave and get down knees at the edge of it, : when the big knife came he could be kicked in his severed head. It's lil for the kind old stean motive we are riding. pull up its track and ha the bottom of the \(h\) when the job is done will go for scrap. Un course, the State of stay of execution.

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cuit Rider in a Jaguar. He was there and so was his Jaguar. And so were his wife and children. I have never met a more delightful family.

And there were others there at the station. Tom Edgar, for instance. Tom is running for House of Delegates (Democrat) from Pocahontas. He is the "half man" that Pearl Buck describes in her chapter on Hillsboro (her birthplace) in "My Many Worlds". Tom Edgar left his "other half", his two legs, in Europe. There's a story there, which I haven't time or room for now. Let it suffice to say that he was an officer and he sat in a church in Germany (?) making plans for an attack when a bomb came through the roof and took his legs off clean above the knees. Yes, there's a story there because the officer completed his plans, gave some orders in confection with them, and called a driver and had himself loaded into a jeep and taken away to the base hospital. Tom Edgar is indeed a man.

\section*{Wenderful People}



Disenhower spoke at he hadn't read wosld tive a farm golf cearse -
if anybody could nid the poesm was the farm, who then grew up to alate math. but d desperately to the simple ways Presibbent soald lines from the alis be knew.
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Whrough the roof and took ins tres there's a story there be cause the officer completed his plans, gave some orders in connection with them, and called a driver and had himself loaded inte a jeep and taken away to the base hospital. Tom Edgar is indeed a man.

\section*{Wenderful People}

And 1 met Dave Bond, the tw-man, and Larry Fellure (spelling. ugh!) who is a University of Virginia student and railfan. I met Robert Jacobson, who is running for Prosecuting Attorncy, and who became a oubscriber. And I met Dr. Carl Frasier of WVU.

The train is ready to go into the mountains and give the legislators and all others who wish to take the trip a prevue what kind of ride a tourist can be taken, if it isn't too cracs to speak of taking tourists for a ride. There is a caboose. of personnel car for the weak. and an epenair, siderailinged log cat for the sturdy. We all co oppedair fof the first shank of the jourwey.

Frim the wery start the ride is anywant tis a minate of se




John Killoran me and I say, "John" and Joh and good. "This steep railroads. are told in pere of one inch p4 is one percen Now most Mair from one and percent. Some not Main Linet percent. But 1 one is nine pe of that, nine

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PAGE FOUKTEEN

\section*{To Buy Or Not To Buy a Railroad}

\section*{Chickened Ouf}
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Bisen, S. D, telling d. Thought perhaps per. This man left h many of the old
he visited recently ome state. West Virres with his brother to give financial aid d. The two men have i a half million dolhe Clarkson Medical t Belle Fourche, the ring of the Dorsett the Aged at Spearld Peoples' Home at
the Bennett-Clarkat is Rapid City, a Fund to South Dapollege at Brookings, Hills Teachers Colartan In apprecias interest in educa-

(From Page 10)
This red is the berries of mountain ash and Dick brings it aboard and the women squeal for some to take home as it stays red in the winter and the berries don't drop. Dick is the life of the party now.

I move from place to place on the train and I meet more people. Meet Walter Good, I am told. Walter Good has run a locomotive on this railroad for 32 years. "I retired last year", he said. And I am told to meet Sam Silverstein. I had heard of him. He had bought the road for scrap. I expected an old man with beard. But he is young and agreeable looking.

\section*{Ghost Town of Spruce}

Robert Jacobson points and asks me if I see. What I am to see was once the town of Spruce, a town with 1500 souls, who logged and made paper for West Virginia Pulp, and who repaired the cars and engines of Western Maryland. "In the winter of '18 the temperature at Spruce was 45 below". I ask about Spruce now. What is there? Nothing, I am told. Nothing, but a building or two. Another ghost in the hills.

We feach the top of the hill end stop. A coal car and some old box cars are near. There Is the smell of food from one of the box cars, and I follow my nose. Inside are pans of chick. ket, ketiles of bake beans, pans fof hat rotks. There is talk of coine is finld Knob. which is sear, and leokine dowen upon the focmetestas world of Grven bersi athd lezzoed, loul a colored huy trells here is is time te cat ent 1 turn dorme this trip to dey wy atrieter teveltan ts the
and arrived at a feast for the gods . . . and me. They have a trick too with mashed potatoes and gravy and coffee, which is served in enormous tin cups. It is food that calls for the purest of devotion and I give all I've got. And my dinner companions aren't slouches either at putting the stuff away

\section*{Top of Old Baldy}

Outside there is talk of this and that until the return of those who went to Bald Knob. I meet Mr. and Mrs. Ted Riffe, and W. E. Blackhurst, author of "Riders of the Flood", the book about this very place, and his wife. I talk to the various legislators about the possible purchase. Senator Reed thinks the idea is good and Herb Schupbach is carried away with it all. Bowman was sold, I think, before the trip was thought of. Harry Pauley said he felt that the state should own it right to the top of Bald Knob. Bald Knob, by the way, is only a few feet under Spruce Knob, highest ground in the state. I don't remember what each one said, but I think every member of the investigating group saw immense possibiliteis for the railroad as a tourist attraction.

\section*{End of the Line}

The trip back to Cass was uneventful. The legislators got their heads together in the closed ear with the cheerfully burning stove, and decided to fccept Dr. Callendar's invitation to come to the club room at the observatory for a little confab over sandwiches.

Pocahontas was to hav delegation in its midst. Pauley told how glad the to be there and said \(t\) the following Sunday ( 30) the group would Charleston for a deci whether or not the would be recommended chase by the state.

The ride back to El about what a doctor \(c\) would prescribe. Ahy in a field we saw t takable white bobb deer's tail. Carl Gain his Cadillac and w fascinated as this wi took the pasture i stick strides, going and round about, \(j\) had been told to good show for then He too, I think, purchase of that it could divert a tion from him.

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We reach the top of the hill and stop. A coal car and some old box cars are near. There is the smell of food from one of the box cars, and I follow my nose. Inside are pans of chicken, kettles of bake beans, pans of hot rolls. There is talk of going to Bald Knob, which is near, and looking down upon the Pocahontas world of Greenbank and beyond, but a colored boy tells me it is time to eat and I turn down this trip to pay my stricter devotion to the culinery efforts of Mr. Silverstein's cooks. I sit down with Tom Edgar and his wife, and Arch Reed and Carl Gainer and Bob Jacobson and Rev, Newell.
Whoever the cook is, he knows how to take a dead chicken
those who went to Bald Knob.
1 meet Mr. and Mrs. Ted Riffe, and W. E. Blackhurst, author of "Riders of the Flood", the book about this very place, and his wife. I talk to the various legislators about the possible purchase. Senator Reed thinks the idea is good and Herb Schupbach is carried away with it all. Bowman was sold, I think, before the trip was thought of. Harry Pauley said he felt that the state should own it right to the top of Bald Knob. Bald Knob, by the way, is only a few feet under Spruce Knob, highest ground in the state. I don't remember what each one said, but I think every member of the investigating group saw immense possibiliteis for the railroad as a tourist attraction.

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That club room is as snazzy as all get out. Ted Riffe made a little talk about how glad betimes yearn to share the mountain man's blissful solitude, close to nature?

his Cadillac and wi fascinated as this wil took the pasture if stick strides, going and round about, is had been told to good show for them He too, I think, purchase of that it could divert a tion from him.

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OCTOBER 29, 1960

Railroad
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Pocahontas was to have this delegation in its midst. Harry Pauley told how glad they were to be there and said that on the following Sunday (October 30) the group would meet in Charleston for a decision on whether or not the railroad would be recommended for purchase by the state.

The ride back to El Poco was about what a doctor of tourism would prescribe. Ahead of us in a field we saw the unmistakable white bobbing of a deer's tail. Carl Gainer stopped his Cadillac and we watched fascinated as this wild creature took the pasture in his pogostick strides, going in and out, and round about, just as if he had been told to "put on a good show for them legislators". Ife toe, 1 think, favored the furchase of that Irain, maybe is somald divert a bit of attenthow Grom him.







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Exterior of Cass Country Store. Charleston entrepreneurs are behind this facility.

\section*{WHAT'S NEW AT CASS:}

\author{
BY WILLIAM C. BLIZZARD
}

State's largest tourist spot finally getting some necessary improvements and there are more on the board as soon as money is available.

On June 15, 1953, tourists traveling the Case Scrnic Railroad on its first phic ran discorered a pieasant fact As atrertised, the Shay locomotive pallige the cars was a genuine antique. But Cas vaiter uloo discovered an unpleasanit luct Tourlat zecommodations at Cass
 trine jore own focd and roast it in the loeo. kincive firetori.
Local darch somen helped out mightIly whi plat, cakes, and sandwiches, but deayod ulun outstriped supply and the unhap. pinturnit was left with nothing more nourialh.
what is now a major West Virginia tourist attraction.
Operating a railroad on a shoestring led to some maddening incidents which were very nearly catastrophes. For instance, a Wachington, D. C., newspaper sent in a wrier who gave ample and avory many WashingCass, and his s.ory prompled mive to Southern lonians to make the long drive and good, until West Virginia. This wake at the time of their a \(10 c o\)
visit.
The accident injured no one, but it did put
the railroad out of business until a now axie was located, which took no short search (a was located, which look no short search

State Road Commissicn will atso repave the remaining four or five miles of road to Cass, The ARA grant of 3576,000 was finally approved, and State Parks officials ssy that bids on the raiiroad work will be received August 17. It is probabic, howcer, that jor work will be done until next spriag grant? What will be done with the will be extendFirst, the Cass Scenic Rap of Bald Knob, a nearly so. This will make the ride twice as long as at so. This wilthough there will still be a stop at Wresent, altaker, the place on the mountain wher the run now ends.
The section of railroad that now exists wil
be improved. Railroad shops on the line near
the first private-enterprise developments at
he first private-enterprise has now mounted about 300 animals for your inspection.
A Civil-War Museum, opened last year by ir. and Mrs. Kyle Neighber, is near the Elackhurst taxidermy exhibi. It features "penwritten" records, letters and grants a ontury old, including Civitwar payrolls. There are many weapons of the Lincoln era ind other bric-a-brac not closely connected vith the Civil War, such as a genuine Virginia moonshine still.
There are no overnight accommodations in Cass, and Van's Motel, about io miles distant,


As advertised, the shay locomotive pulling the cars was a genuine antique. But Cass visitors also discovered an unpleasant fact: Tourist accommodations at Cass were just as antique as the 1880 -model Shay. The only way you could get a hot meal was to bring your own food and roast it in the locomotive firebox.
Local church women helped out mightily with pies, cakes, and sandwiches, but demand often outstripped supply and the unhappy tourist was left with nothing more nourishing than food for thought.
In Cass, toilet facilities of the man-made variety were limited to those at the end of the un and in the old C\&O depot.
If you wished to wash away the soot and
ters accumulated during the two-hour train ride, there was plenty of running water -no washrooms, just running water. You had a choice of Leatherbark Creek or the Greenbrier River.
The nearest motel or hotel accommodations were 10 miles away at the hamlet of Boyer (pronounced "Bowyer"). Lodging could be had there at Van's Motel, but the eight rooms at Van's were likely to be filled, and the little motel boasted no dining room or lunch counter. The nearest place where you could buy - a hot meal, in fact, was at Marlinton, about 40 miles away.
The net result of these several inconveniences was that visitors motoring home after a long, hot day at Cass were nearly always sunburned, sooty, cinder-covered, hungry, irritable, thirsty and dog-tired.
The fact that 5,354 paying customers nevertheless rode the Cass Scenic Railroad during the first five weeks of operation in 1963 is a glowing tribute to the hardihood of the American tourist and the fanaticism of the railroad buff.

There has been a steady advance in railroad patronage, by the way, since the Shays began puffing in their new role at Cass. Paid fares for 1905 show more than 18 per cent increase over a comparable period in 1964.

Early adverse conditions at Cass were in part due to the deaire of Pocahontas-County citizens and the Department of Natural Resources (which owns the railroad, effects associated with it, and contiguous land) to get te Ficenic Railrond started during the West ritia Centennial year. That goal was ac"Hished, but at a price: In the spring of "ar's hair wasn't combed, its shoelaces bed, and its sormewhat sooty shirttail "e out.
at Cass were intimately assoof funds, although opposition "ent by the Department of alve alowed progress ee
some maduening inciuents which were very nearly catastrophes. For instance, a Washington, D. C., newspaper sent in a writer -who gave ample and avorable coverage to Cass, and his story prompted many Washingtonians to make the long drive to Southern West Vircinia. This was well and good, until a locomotive axle broke at the time of their visit.

The accident injured no one, but it did put the railroad out of business until a new axie was located, which took no short search (a lucky find made the search shorter). Probably more important than the temporary halt in operations was the adverse impression made upon the long-suffering visitors from the nation's capital.

It appears that at long last the lean days at Cass are about over, and residents of the old mill town doubtless feel that it's none too soon. It took three years from the time the Scenie Railroad idea was hatched by the Cass Planning Committee until the first passengers were hauled. And, before track gets laid and earth gets moved, it will have taken more than two years for federal Area Redevelopment Administration funds to be put to work at Cass.

Two years ago, the ARA was thinking of granting the Cass Scenic Railroad over half-a-million dollars to extend the rails to the top of Bald Knob (elevation, 4,852 feet), and improve existing facilities. But the grant was delayed by protests from the National Radio Astronomy Observatory at nearby Green Bank,

The scientists with the big metal ears had built a listening post to the universer at Green Bank because the area was as quiet as a moon crater at midnight.
"No indeed," said they, "we don't want noisy trains and noisy people with their noisy aumobiles. It'll ruin our reception."

The observatory officials said it might be all right to keep the Cass Scenic Railroad, but the access road would have to be relocated. The access road happens to be W. Va. 28, a primary highway.

The State Road Commission screamed about that. "Can't do it!" said Burl Sawyers. "It would cost millions!"

There was a deadlock which was finally broken by Sawyer's suggestion that part of W. Va. 7, not W. Va. 28 , be relocated. W. Va. 7 is a secondary road that connects W. Va. 28 with Cass, about six miles distant. The susgestion was accepted by federal authorities, and the intersection of W, Va, 7 and 28 is being moved about a mile south of its present location.

This involves building one and three-tenths miles of new highway, and the job should be done by this fall. It is to be hoped that the
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What will First, the C: ed four mile so. This will present, alt Whittaker, the run noy
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pavon, wim state rauks ometas say mat mas on the railroad work will be received Au gust 17. It is probable, however, that no major work will be done until next spring.
What will be done with the ARA grant? First, the Cass Scenic Railroad will be extended four miles, to the top of Bald Knob, a nearly so. This will make the ride twice as long as at present, although there will still be a stop at Whittaker, the place on the mountain where the run now ends.
The section of railroad that now exists will be improved. Railroad shops on the line near Cass will be renovated and probably opened for tourist inspection. These shops, which have complete tools and facilities for steam-locotive repair, are curiosities in themselves, with particular appeal to railroad enthusiasts.

At the end of the line atop Bald Knob, hiking trails will be prepared through a beautiful spruce forest, and an overlook will be constructed. The panorama from this overlook, which I have seen, is destined to become known as a beauty spot of the East.

At the present terminus, a plateau on the side of the mountain, about 40 acres of land will be acquired by the state, if all goes well. At present, riders of the Cass Scenic Railroad disembark and may, if they wish, frolic or picnic on and around part of a 12 -mile, 60 -foot right-of-way now owned by the state. There will be toilets and pienic areas at the top of Bald Knob and also at the lower stop.

Ultimately, Cass enthusiasts dream of a lodge, ski trails and.other frills near the summit of Bald Knob, but the half-million dollars available from ARA at this time won't cover that,

Down in the valley at the present time, there have been many pleasant improvements since the summer of 1963. Several privately owned and operated establishments have sprung up to cater to the more obvious needs of railroad patrons.

You no longer have to travel 40 miles for a hot meal. J. M. Kane Jr., a Cass merchant, has renovated a C\&O dining car and named it the Shay Inn. Air-conditioned and attractively furnished, the Shay Inn is an example of creative thinking, an operation which fits in perfectly with its setting.

You may also get something to eat at the Cass Country Kitchen, the restaurant section of the Cass Country Store, a huge, restyled lumbercompany store building which also houses a soda fountain, benches for the weary, reat rooms, and many souvenir stands.

The Cass Country Store complex is, like the sasy lnis, a privately owned development cetering to potrons of the state-owned railroad. If is (twoughtfully and tastefully painted, docoraked, lighied. and arranged.
W. 1. Bhackhurst's Wildife Muscum, one of
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A Civil-War Museum, opened last year by Mr . and Mrs. Kyle Neighbor, is near the Blackhurst taxidermy exhibit. It features "penwritten" records, letters and grants a century old, including Civil-War payrolls, There are many weapons of the Lincoln cra, and other bric-a-brac not closely connected with the Civil War, such as a genuine West Virginia moonshine still.

There are no overnight accommodations in Cass, and Van's Motel, about 10 miles distant, yet affords the nearest lodging. But six miles north of Boyer is a new motel, The Hermitage, at Bartow. Opened only this April, The Hermitage (not to be confused with another inn of the same name at Petersburg, in Grant County) offers eight single rooms and 12 doubles and the only modern restaurant in the area.

Around Marlinton, about 40 miles away, are several new, modern, motels. Or, those who plan to visit Cass might consider staying overnight in or near Elkins, which has many motels and hotels to fit all budgets. I have found the trip from Elkins to Bartow, and thence to Cass, a fast, pleasant, scenic drive, leaving U. S. 219 at Huttonsville and taking U. S. 250 through the hills until it intersects W. Va. 28 between Thornwood and Boyer.

Suicide Cave, or Cass Cave, a spectacular cavern with an internal waterfall 100 feet high, has not yet been opened to the public. No work, in fact, appears to have been done on this natural tourist attraction, although private capital is said to be interested. One of the landowners, according to rumors around Cass, is being difficult.

On the railroad itself, there are now three Shay engines in operating condition. And the bullhorn that train guide W. E. Blackhurst formerly used has been replaced by a more efficient loudspeaker system. It would be a good idea for arrangements to be made to protect train passengers from sudden summer showers. You might carry a raincoat, just in case.

And bring along a sweater or light coat. The summer sun is hot at Cass, but the air can get cool during mornings and evenings.

A free word of advice to the Department of Natural Resources, or anyone else at Cass: Put up highway signs giving the location of the Cass Scenic Railroad, and how to get there. Make these signs big, make them explicit, and place them on all major highway approaches.

If you are running a business that depends upon highway trade, it is wise to assume thatall tourists have poor eyesight, no memories, and don't read English well. You'll be wrong, of course, but it's better to be theoretically poor and practically right than the \(\quad-25\) around.


Ain-canditiened diner owned by J. M. Kane Jr.


Cois Country Kitchen in country slore. Note soda fountain at left.



Interiar of Shay Inn. Mrs. Shay works in running it.

\section*{New Homes}

You furnish the lotwe'll furnish everyiting else!


Interior of Shay Inn. Mrs. Shay works in running it.



Cass Country Kitchen in country store. Note soda fountain at left.
\(\square\)


Air-conditioned diner owned by J. M. Kane Jr.


Cass Country Kitchen in country store. Note soda fountain at left.


Soda fountain in country store. Rest rooms are at extreme right.

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Writer-phetogropher William C. Blizzard sot on top of coboose to get this shat of Cass Railroad Shay enroute to Mountain State Forest Festival.

This year the Elkins Fores Feetival, plagued by rain and dismal weather Was puiku out of the slough of deapone by one of the powerlal the wagung ful Jon-Hoas Shay
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\text { During the three-day Festival oner } 4,600 \text { pas. }
\] sengers, despite a cold and peralitert rain puid morey to take short rides belind the 20 ton Shay loconotive, an antique vehiclo which erdinarily chuess up Eald Kinb on the Cows Seem ic Railfrad. Athongh the miserable veather mamers, the fittle Shay remained a stellar attraction.
It was difficult not to notice the locomotive. Cor its shrilt and penetrating steam whistle bent more cardrums and cleared mote sinus. es in three days than conld be inspected by tice. How do you ignore a lestival attraction with a sort of buill-in calliepe which can be heard fer live miles? You don't, especially if the carbope has only che nole. There were those who, in self-defense, hailed out mid-winter ear muffs; others merely grim dawn-tc-dark steam-siren symphony. But mos people accepted the locomotive whistle as mild nuisance indicative of a strong benent and were glad the Stay was in town
Few towns in the United States can boast of the presence of a Shay engine at asy time of the year. Informed sources estimate that noxist in tae United States today, and few of these are any longer able to shake, rattle, and roll. How did such a rare antique happen to be hatling passengers in Eakins during the Forest Fes tival?
It happened partly because rail lines belonging to the Chesapeake \(\&\) Goio and western Maryland Failroads exist betweer Cass and Eng the cummer menths thes the three that
aperate) snert and puft on the Cays Scenle Eall proad, this sesson hasling \(2 x 16\) p paying os tomurs up Bald Kimb for forr miles sto back again. Last year, momeons had the bies of hring
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pers accompanied Shay No. 4 , followed by ser eral passenger flat cars and a caboose, 35 left Cass about \(9: 33\) on the murning of Oct. 6 The ride, interrupted by three watering stops (for the locmotive, not the pascag a b and another stop for minor repars, wot a longer than antieipated. It was about gelting dark, when the little Slayy Elting Maximum speed had been about eigh miles an hour.
The two dozen who had slarted the trip at Cass had, at the Elkins finish live, twindied is something less than half that number. Of those who stayed all the way with the Shay (our were women. They were Mrs Vall of Buckhannon: Katherine McMullen of Mirwau kee, Wis., editor of Better Camping magazine and Rosemary Entringer, also of namaging edator of cornile trip from Inasmuch as hens took abot nine hours, it may fani deduced that the Shay is the tortolse of the locomutive world. What, then are is virues Ils principal virtue today sits remarka popularity as a poveliy rairod Curolina fwh fion In West Virginia, North Curolina iwho one Shay still serves as a commoa carne


Writer-photogropher William C. Blizzord sat on top of caboose to get this shot of Cass Railroad Shay enroute to Mountain State Forest Festival.

This year the Elkins Forest Festival, plagued by rain and dismal weather, was pulled out of the slough of despond by one of the powerful little logging locomotives admirers call the Wonderful Iron-Hoss Shay.
During the three-day Festival over 4,000 passengers, despite a cold and persistent rain, paid money to take short rides behind the 80 on Shay locomotive, an antique vehicle which A. Rilyad athe the miserable weather ic Rainoad alud the number of paying sus. tomers, the little Shay remained a stellar at traction.
It was difficult not to notice the locomotive for its shrill and penetrating steam whistle bent more eardrums and cleared more snus. es in three days than could be inspected by dozen otolaryngologists in a year of prac tice. How do jou ignore a festival attraction with a sort of built'in calliope which can be heard for five miles? You don't, especialy if the calliope has only one note, or, at, most, There were those who, in server me, rived out mid-winter ear mufs; , hers merely grit ed their teen an slem prophony But most dawn-to-dark stean-siren symphy. But most people accepted and were elad the Shay was in town. and were glad the Saay, Few lowns in the United states can base of the prear. Informed sources estimate that nol me yetr 40 of the old steam locomotives ex it the Unied States today, and few of these Sre any lonfer able to shake, rattle, ard rol. How did such a rare antique happen to be hanling passengers in Ekins during the Forest Fez tival?
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perate) smort and pult on the Cass Scenic Rai road, this season hauling 38,057 paying or back again.
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Shay had to take on water three times during Cass-to-Elkins trip.
One of two tunnels logging train went through enroute to Elkins.



Folks along route "waved like craxy" when train passed.

Souts Sukas. Pemeryleapla, New Hampshire, and. poably, elveshere. Shays and similar, porroblope lacomotiver fuilt to compete with

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Day's vinat was fortunate for the Lima Madhint Works. The company made the first Bay in inay for the J. Alley Co. of Michigan. The Albey machine was narrow-gauge, but as trmand for the Shays increased, Lima made them bizerer and better By 1900, Lima had quit Erther al machise production and was concentraung on locomotive, The company changed its asme ta Lima Lacomotive Works, Inc.
Liraa made conventional locomotives as
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SYATE MAGAZINE, JANUARY 2, 1966


After long (timewise) haul, Shay pulls into Elkins at dusk,
were the Heisier and the Climax
The last Heisler, a locomotive invented by a Cornell engineer named Charles Heisler, was manufactured in 1941, and Climax went out of business in 1929
The Shay and its imitators differed from conventional steam locomotives in that they were designed to haul heavy loads on steep grades Called "geared" engines, as opposed to gen used connecting rods from drive wheels to pistons, the Shay had a number of small wheels which afforded great traction because each was a driving wheel.

On main-line engines, the number of drive wheels varied but they were relatively large in diameter, heavy, and demanded smoot track which in turn required constant mainte nance. Additional small wheels on the bi steamers held up weight and served as rail guides, but otherwise were functionless.
Not so on the Shay. The wheel sets (called "trucks") under both locomotive and tender are connected to steam cylinders transmitting power threugh a crankshaft and flexible couplings. Every wheel docs work.

The Shay is easy to get around curves, is easy on track, and can adapt to rough roadbeds that would stall or wreck conventional pall comotives The Shay is slow, but it coste pas tons of lops up a grade three times as sted safea rod-engine locomotive could asce steep grade ly get the same tonnage dow
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With the denise of the L. S. logging industry as it was in its heyday the shasy virtues fopuns no niche they could fill, and mamufacture ceased.
According to John P. Ktliorath at the made purtment of Natural Resources, why has made
himself an authority in such matters (and who furnished the technical data for this article), the last three geared locomotives ever built ginia, and all three still exist
They are not now, however, in the Mountain State. One, a Shay that was operated ty the Tucker County, is now displayed at the Baltimore and Ohio Railroad's Transportation Mus seum in Baltinore. Md
The last Climax to be manufactured now hauls passencers to be manall Park now hauls passengers on the Carroll Park and was an ironhorse work horse for the Elk Was an Coal and Lumber Ca. out of Swandale, Clay County.

The last Heisler locomotive ever built is now on display in the public park of Washing. ton, N. C., Ciarles Heisler's hometown, but it spent its working career as No. 6 of the Middle Fork Raîroad at Ellamgre, in Randolph County.

Of the four Shays at Cass, numbers 5 and 1 were built in 1905, No. 7 was built in 1920 1 were built in 1905, No. The Lima Locomotive Warks, marged with the huge Baldwin Loca mative Works of Philadelphia in 1950, net only has quit making Shays, but no longer bullas tocomotives of any kind.
Lima now builds power shovels, an idjust ment to market conditions which are a reflection of the shanged manner in which many men wrest a livelihood from their envirot ment.
The few operating Shays which yes exist at Cass and elsewhere carry not only totrat passengers. For ald loggers and ramories of a hey also carry endless vivid memories at vanished past.


Some of passengers snoozed during trip.


Folks along route "waved like crazy" when train passed.

South Dakota, Pennsylvania, New Hampshire, and, possibly, elsewhere, Shays and similar, geared-type locomotives built to compete with the Shay operate on tourist railroads. Shay production, begun in 1879, ceased in 1945.
The principal virtues of the Shay in its heyday were its traction and power, its safety, and its economy. Authorities in the field agree that the Shay would haul greater tonnage at a smaller operating expense, with less origiaal cost per unit of power, than any other locomotive ever built.

The little engines were named for Ephriam Shay of Haring, Mich. Shay was a 19th-Century Michigan lumberman who sought better ways of getting timber out of the woods. In his seeking, he invented and built the locomokive that bears his name. His crude protokype worked so well at his own operations that he took his plans and patents to the Lima (proeounced lime-uh) Machine Works of Lima, Gbio, urging that company to make such locomatives for widespread use in the timbering Tay's visit was fortunate for the Lima Machise Works. The company made the first Bhy in 1479 for the J. Alley Co, of Michigan. The Alley machine was narrow-gauge, but as Bemand for the Shays increased, Lima made Gums befor and better. By 1900, Lima had quit trairs machine production and was concenGratas oo locomotives. The company changed is atioe te Lima Lacomative Works, Inc.
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The Shay is easy to get around curves, is easy on track, and can adapt to rough roadbeds that would stall or wreck conventional locomotives. The Shay is slow, but it could pull tons of logs up a grade three times as steep as a rod-engine locomotive could ascend, and safely get the same tonnage down the steep grade on the other side of the hill

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fe not mow, however, in the Mountain G. a Shay that was operated by the Marylant on a steep coal-haul in ounty, is now displayed at the BaltiI Oelis Rallroad's Transportation Mufaltimare, Md.
ef Climax to be manufactured now wengers on the Carroll Park and per ust rallroad at Bloomsburg, Pa. It Irve borse work horse for the Elk al and Lamber Co. out of Swandale, thy.
4. Belistier liscomotive ever built is splay is the peblic park of Washingp. Charties Heisler's hometown, but it weviage career as No. 6 of the MidFaltruad at Ellamgre, in Randolph four 8 kays at Cass, numbers 5 and (iit is 29es, No. 7 was built in 1920 , If is lixa. The Lima Locomotive wignt with The hage Baldwin Locoeres of thiladelplia in 1960, not only paiking Thays, bet no longer builds F is suy intud
iw thakas puwer shorels, an adjustwother cantituwas which ite a reflec: E flument masom tis whlifs many e Amallamel freme their revison-



 Wenk


Some of passengers snoozed during trip.


A fleet of antique cars, driven by visiting clubs, seems right at home with Shay engine as it waits to take passengers on a ride.

\section*{O Shay Can You See?}
'After a successful first season, the Cass Scenic Railroad is rolling again.
BY WILLIAM C. BIIZZARD

\section*{O Shay Can You See?}
'After a successful first season, the Cass Scenic Railroad is rolling again.

On Katarlat, May 16 , the Casa fivenin Rallovat legas its secend rear of everatiat. Ai a reverlal feature of its cifenerty. a Aelrgation of antique-car everont, aprot inte the CaO station at Cana asd temporarily alandoned Aheir ancinil gin-3riven velicles for eqully ancint ateam-powered loceIn ine properts af naccess and growth ore niminsict il wat sot always sa, Croser griuet hure been so such Pocabontas harit ralvay lad it pet been for a local cummerter nhich sosceived the idea and fiapte for is. Headed by Theodore Rule, a
 Bre vichberixg National Radie Astrowitty Cowervationg, the Cass Phanming Coms of the vas larmed in IWes ather ithe closing of ye that jear.
What pout ibe limber compasy, virtually the oll wource at employ meet is the area, Cass sas bomed to inither and die. Unless, of ewurne, seme other source of economic nour eivarne, could be located
The Cast Planning Committee pointed out but be logeing rairesd, with its old shay encors, had toe much of a Ther Department Ao In igoored and scrapped. The Department of Nataral tleiources was not impresed, hat sot io dhe exteat of mpney into Cass. praspects ha arder the old railroad became But the feht for the oid railroad became insidators, and \(\$ 150,000\) (fater boosted to \(\$ 186\). (io) was appropriated by the legislature to lvy and rodurbinh the railroad and certain ansociated froperties.
Foospb work was done so that the Cass Sceste Railread opened for busincss under atate angoices on June 15, 1961. During 1963, the rallroad, with an : 6 -mile round trip, had 22,pat payiag cuntomers during 73 days of actual operation.

These customers spent over \(\$ 40,000\) in fares and on snacks served in the C\&O station by the church wamea of Cass. In addition, the made available \(\$ 5: 6,000\) in federal funds for the development and extension of the operative railroad.
These funds were for the rebuilding of three Shay engines and 14 logging cars; repairs to the rallway shops where engines and equipment are maintained; the purchase and improvement of fork lot; development of a pienic area (inparking lot; development of a picric area
cluding the improvement of a beautiful spruce forest) near the top of Bald Knob; and the extension of the tcurist railroad trip to with in 1,000 feet of Ba'd Knob, which has an ele vation of more than 4,800 feet.

Matters seemed to be going well. But for a time the National Radio Astronomy Observatory at nearjy Green Bank threatened to hold up ARA funds. The Observatory pointed out that it was where if was in orier to over the place was undesirable.
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But Observatory officials were ultimately placated, and the ARA grant approved. placated, Mermit McKeever, head of the Division of Parks and Recreation of the Department of Natural Resources, has indicated that an engineer has been hired and work on the Cass project will shortly be contracted for.
Most of the necessary improvements will have been made by fall, so that tourists will b afforded a longer and more scenic journey (If they wish to take it) when the spring of railroad begins 1965
As parks chief, McKeever is charged with he administratio of the Cass rair \(\$ 576,0 \mathrm{C}\) the ARA didn't wakk up ", which is perfectly in a big bag (orian), and say, "Don't sper , terim funds procured as he may procure then but ruaranteed ty the federal grant.
Giss was visited recently by a Washingten
newsisan who wrote a story asserting, in essence, that the scenic railroad will be delayed because of "bureaucracy" and modern conmoney techniques, and that much ArA siders.
In fairness to the Department of Natural Resources, there is no evidence of boondoggling or undue waste in the Cass affair, and not delay, rallroad improvernent.
It is true that "outsiders" may, by competitive bídding, secure Cass work contracts. But competitive bidding \(s\) designed to save money, not waste it, and is open, of course to local residents.
Actually, it appears that the Cass Scenic Railroad will ultimately become West Virgina's best-known teurist of the Pocahontas area is developed. At present. the Cass cemplex, if it may be so termed, is not, and is not meant to be, entirely a state project. Taxpayers, of this state and others, have contributed to the rall road, which is supposed to attract customers, which is in turn supposed to altrat private entrepreneurs.
Private business, obviously, is not going to hunt in an area unless it can smell a profit of Cass, been stocked through the investment of state and federal funds. While government and privale business can work together elli ciently, possibilities of friction are obvious.
For instance, the biggest tourist need at Cass is a place to eat and a place present overnight-at least one of each. At is most the need for dining accoss have in the past urgent. The women the ClO station, but run a "srack bar summer on a seven-day can not do
week basis.
Without a nearby restaurant and motel to serve patrons, the Cuss Scenic Railroad is adly handicapped. Ard without the ralload he need for the restaurant and motel does not exist. With such an interdependence

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'After a successful first seas
}

On Saturday, May 16, the Cass Scenic Railroad began its second year of operation. As a special feature of its opening, a delegation of antique-car owners chugged into the C\&O station at Cass and temporarily abandoned their ancient gas-driven vehicles for equally ancient steam-powered locomotion.
In 1964, prospects of success and growth are excellent for the state-run Pocahontas County project. It was not always so.
There would have been no such Pocahontas teurist railway had it not been for a local committee which conceived the idea and fought for it. Headed by Theodore Riffe, a Cass resident who was chief accountant for the neighboring National Radio Astronomy Otservatory, the Cass Planning Committee was formed in 1960 after the closing of the local Mower Lumber Co. operation in July of that year.
Without the lumber company, virtually the whe source of employment in the area, Cass war doomed to wither and die. Unless, of course, some other source of economic nourinhment could be located.

The Cass Planning Committee pointed out that the logeing railroad, with its old Shay encions, had too much of a tourist potential Ao le ienored and scrapped. The Department af Kataral Resources was not impressed, at haat sut to the extent of Jcopardizing other praperets is order to pour money into Cass fiat the figh for the old railroad became a chule celetire with several newspapers and Inevistars, and s1se woe clater boosted to \(\$ 186\), (ane) wat appropriated by the legislature to anauripet gropertios raitruad and certain ciccivint peoperties
Fanugt wark was deper as that the Cass Soveir Hallowed oferoed for busincss under Soler aurpaces an dabe 15, 1We). During INes. the skilroad, widi as is mille round trip, bad ersuad spos ation

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These funds were for the rebuilding of three Shay engines and 14 logging cars; repairs to the railway shops where engines and equipment are maintained; the purchase and improvement of four acres for a visitor's parking lot; development of a pienic area (including the improvement of a beautiful spruce forest) near the top of Bald Knob; and the extension of the tourist railroad trip to within 1,000 feet of Bald Knob, which has an elevation of more than 4,800 feet.

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But Observatory officials were ultimately placated, and the ARA grant approved.

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Most of the necessary improvements will have been made by fall, so that tourists will be afforded a longer and more scenic journey (if they wish to take it) when the Cass Scenic Railroad begins operations in the spring of 1965.

As parks chief, Mckeever is charged with the administration of the Cass railroad. But the ARA didn't walk up to him with \(\$ 576,000\) In a big bag cor "poke," which is perfectly good West Virginian), and say, "Don't spend it all in one place." He must work with interim funds procured as he may procure them, tut guaranteed by the federal grant.

Cess was visited recently by a Washington
newsman sence, th: because struction money e siders.
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newsman who wrote a story asserting, in essence, that the scenic railroad will be delayed because of "bureaucracy" and modern construction techniques, and that much ARA money earmarked for Cass will go to outsiders.
In fairness to the Department of Natural Resources, there is no evidence of boondoggling or undue waste in the Cass affair, and modern construction techniques will hasten, met delay, raitroad improvement.

It is true that "outsiders" may, by competitive bidding, secure Cass work contracts. But competitive bidding is designed to save money, not waste it, and is open, of course, to local residents.

Actually, it appears that the Cass Scenic Railroad will ultimately become West Virginla's best-known tourist attraction, if the potential of the Pocahontas area is developed.
At present, the Cass complex, if it may be se termed, is not, and is not meant to be, entirely a state project. Taxpayers, of this atate and others, have contributed to the railroal, which is supposed to attract customers, *hich is in turn supposed to attract private entrepreneura.

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Wuathat a merthy reatacoran and metel te surve putrous, Die Cass Scesie Hallroad is badly handiowived. And without the railread Hir owed for the resturaras and matel doea hat sais. Wiat eack ar interdependebice ef

\author{
BY WILLIAM C. BLIZZARD
}
need, it might be better for both railroad and eating and sleeping accommodations to be either entirely under state supervision, or entirely in private hands.

Without common management, the need for cooperation between state and private business is essential, or debilitating dogfights are sure to occur.
Private negotiations are now supposed to be under way to turn the former lumber-company store, now vacant, into a restaurant, but Cass residents are getting nervous. Summer is nearly here, the facility is badly needed, yet nothing had been done at the time of my visit.
Representatives of the restaurant negotiators say they are waiting for a daily scenicrailroad schedule to go into effect on June 15. Until that date, the Shay-driven train is operative only on Saturdays and Sundays. Cass residents retort that the bird of time is on the wing, and they would like to guarantee railroad patrons chicken on the table.
Meanwhile, your best bet is to pack a lunch. It might be a good idea to make your trip as soon as possible, too, while the train ride is yet entirely a weekend affair. It isn't crowded, and it isn't hot. Your nearest motels are at Boyer, Buckeye, and Marlinton.

The huge cave near the railroad, which contains a 100 -foot waterfall, may be opened by next summer. The owners of Smoke Hole Cavern, near Petersburg, have expressed interest in making a new cave opening which would be easily accessible to tourists.

The future of Cass looks bright, despite predictable headaches. Even wildnower enthusiasts, I am told, have found the ride on the powerful little railroad worthwhile.
To appeal to this group, I contribute this slogan to Cass, free of charge:
"Shay it with flowers!"
Well, it's better than "Shay it with cinders," You won't need a Cass mask to protect yourself troms the old coal burner, but a bead covsering does bely.


Spewing ashes and cinders, Shay engine pushes cars up steep grade
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\section*{The Complete Truth Back of the Proposal to Buy the Cass Railroad}

The bost moost compact and furid analosis of the feasibility of West Virginia's getting into the ruilrnad business was outlised it \(z\) meeting in Marlinton Dut week

Tis meeting, which was at tended by the editor of this paper, was catled by a planning cimmiltee, inciuding

Ted Riffe. Chairman, Chisf Arcounlant of the National \#adio Astronomy Observatory 27 Greenbank:
J. M. Kane, Jr., Treasurer, Cass Merchant;
P. F Long, Mayor of the Zown of Cass:
J. K. Arbogast, Assistant Superintendent of Pocahontas Schools.

Present were the büsiness, professional and political leaders of the area.

The important thing in a nutshell was a report given by Ted Riffe. It appears herewith:

At the time of closing of the only industry in Cass approximately 165 men were affected. Some of these men were mobile enough to find employment in other communities and other states. The majority, however were not blessed with the necessary skills and trades to find other employment, and today some 80 of these men, repre senting approximately 240 de pendents, (wives and children face utter destitution unless some form of employment is

\section*{If We Don't Watch They'll Steal Our Centennial}

\section*{(From Page 3)}
would join her. But one import2at State WOULD NOT join the secessionist movement - and that was the Commonwealth of Tirginia She had had too strong a hand in the creation of this great nation to want to destroy 1. TWICE the Virginia Assembly voted against secession, with the delegates from West of the Alleghenies (now West Virginiai) firmly holding the line against it.

The states which had already seceded knew their cause would not stand a chance of success without Virginia. They HAD to have Virginia. So they
in our State isecond in number only to Virginia). In most of these the Federals were victorious. Sometimes (as in the Battle of Droop Mountain and the Battle of Sinking Creek, near Lewisburg), far inferior Federal forces, numerically, defeated the Confederates ingloriously. That belied the old Southern view that Corfederates were superior people, man for man.

The first land battle of the entire Civil War was fought at Philippi, and this writer will bet 10-to-1 that the State gets euchred out of its rightful publicity again on this score. (That belies the Southern view that "only a few minor border skirmishes

1961 at which time these benefits expired.)

\section*{Proposal to State}

It is therefore, with the above situation in mind that the committee affers a definite and sound proposal to the State of West Virginia to alleviate this situation.
In November 1960 the Joint Committee on Government and Finance, by resolution, recommended to the full member ship of the 1961 W. Va. Legis lature, that the State of Wes Virginia purchase the Mower
hanged five of his hillbilly cap tives in the village square at Front Royal. And every time Quantrell appears on television he becomes a little more respectable. \(\qquad\)
One advantage of studying históry at West Virginia University in our day was that we were subjected to all shades of Civil War viewpoints. One of the finest Southern gentlemen and scholars we ever knew was the late Dr. Oliver P. Chitwood. who was an unreconstructed Rebel of the old school.

Dr. Chitwood scorned use of the term "Civil War" at all. He insisted it was the "War Between the States," the emphaween the States, the empha sis being on in. .onn ha mantented.

Lumber Co. Railroad, its rolling stock, and other necessary equipment_to develop this most unique and rare railroad as an operating tourist attraction for the State of West Virginia.
The Cass Planning Committee wholeheartedly supports the resolution by the Joint Committee on Government and Finance as an instrument which could alleviate the unemployment situation in the area, and emphasizes the soundness of the investment in such a ven ture to the State.

\section*{Present Owners}

The railroad and rolling stock are owned by the Midwes Raleigh Steel Company of Charleston, West Virginia.

The amount of railroad involved is approximately 8 miles, which runs from a point about 1-2 mile from Cass at a crossing on Leatherbark Creek to a point about 11-2 miles from the top of Bald Knob. (The railroad did actually go to the top of Bald Knob, but these rails have been sold as scrap. The road bed, however, is still intact and new rails could be laid in order to get the full effect of the engine traveling to the top of Bald Knob. Bald Knob is the second highest point in West Virginia 14,852 Ft.) and the railroad is higher than any other railroad east of the Rockies).

\section*{What to Buy}

Also owned by The Midwest
Raleigh Steel Co., are two Shay
ormittee's cost estimates ar levelopment possibilities. Th ummary was prpsented as Government and Finance povernment and Finance preparing mendation.

The committee has mads attempt to project the nu of people that would be ployed indirecily as a of the railroad becom tourist attraction (so shops, etc.), but has con itself only with the dir ployment to be provide rating personnel).

There currently seem some confusion as to and relative merit of posed purchase of th Lumber Company ra Cass, W. Va., as a p traction for tourists.

Wrong Repe
In the first ir orices heretofore newspapers have naccurate as the at investment detail These costs are formal discussion present owners of and right-of-way. ment costs are m ment figure whic ident would be develop the raily outstanding attrac ists. Any impro however, are subj al judgment, depe ar one would ini carry the developn If, for instance, a to the one at Blat or those at other was to be erectec would be much However, we beli
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Dr. Chitwood scorned use of the term "Civil War" at all. He insisted it was the "War Between the States," the emphasis being on "State's rights" of course. The war, he contented, was not fought upon the issue of slavery, but apon the issue of State's rights. He never did mention, of course, that the only two "State's rights" involved in the strugste were (1) the right of the State to permit one human being to hold another in slavery, and (2) the right of a State to break away from the nation, if it wanted to, and to set up another nation.

In several national elections following the War Between the Qutes, sald Dr. Chitwood, the

a
afore-mentioned properties could be secured for approximately \(\$ 90,000-\$ 100,000\).
The right-of-way and land on Bald Knob is owned by the Mower Lumber Company and can be secured at the following prices: Right-of-Way \(\$ 100\) per acre Wooded Area \(\$ 100-\$ 150\) per acre "Cut-over" Area \(\$ 35\) per acre
It is estimated that the sum of \(\$ 25.000\) could_secure the necessary land to levelop the area.

We nubmit, in the attached tifmiman of "Tourlit PossibillHes of the Mower Lumber. Co,
Hallrosd at Cass, W. Ya.. the 7.000 Confederate), In propor tina to population that too was Ahnit as much as any other Ilate centributed. Furthermore, West Virginls gave great lead-

These costs are based on in formal discussions with the present owners of the railroas and right-of-way. The improve ment costs are merely a judg ment figure which we are con fident would be sufficient to develop the railroad into at outstanding attraction for tour ists. Any improvement cost however, are subject to person al judgment, depending on how far one would initially want te carry the development program If, for instance, a lodge similar to the one at Blackwater Falls or those at other State Parks was to be erected, the costs would be much higher.

However, we believe the basic, initial investment should be concerned with the preserva. tion of the railroad, and if in the future the demand for lodge facilities would be great enough, then, and only then, should such an undertaking be considered. The idea of a lodge, however, is not remote, and the basic attractions, i. e.: the railroad, cavern, hunting, fishing, and serene natural beauty of the mountains is such that a lodge could be constructed from future profits that would be derived from the railroad and other attractions.

The idea for a ski slope and the improvement and operation of the cave should be encour aged as a private program. We believe that if private and pub
(Turn To Page 10)
2a BLESSINGS Masonite
Plaques house, kitchen, and
anniversary, Gold scrolled \(\$ 1.00\).
Personalized, 303 Fifth Ave.,
New York, New York.

\section*{NOTICE}

Several years ago we agreed that should we ever become separated, you would bie the mapie code symbol " \(N X\) " and I the letter " 6 "; "NX and I the letter would be re-united. I have now be re-united. I have now tound a woutiful life and want you to rejoin me. If you see this Io rejoin ine. If you owe
ad in any of the many papers New York, New York.
road did actually go to the top of Bald Knob, but these rails have been sold as scrap. The road bed, however, is still intact and new rails could be laid in order to get the full effect of the engine traveling to the top of Bald Knob. Bald Knob is the second highest point in West Virginia \((4,852\) Ft.) and the railroad is higher than any other railroad east of the Rockies).

\section*{What to Buy}

Also, owned by The Midwest Raleigh Steel Co., are two Shay type locomotives, both of which are 1880 models. One was put into operation in 1901 by the West Virginia Pulp and Paper Company; the other began operation in 1921, also by the West Virginia Pulp and Paper Co., when that company's main holdings wore at Cass.
Although the engines and the railroad would require some repairs and improvements to convert it from a logging railroad to a tourist carrying line, the costs would not be prohibitive. (See attached estimate of investment and operating costs).
Through informal discussions it has been ascertained that the

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- bereak away from the if it wanted to, and to enether nation.
cral national efections the War Between the aid Dr. Chitwood, the an Party won victories the candidates "waved ty flag. (We can see ng his arms and telling now.) In sther words, mbican Party dug up iknues in order to win the North - and this orable. Indeed it was a. But the good Dr. coald never see that h has also been "wavhaody flag" every minery bour of every day pear ainice Appomattox. ify sexmin ip be waving tarber than ever.

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It is estimated that the sum of \(\$ 25,000\) could secure the necessary land to levelop the area.

We submit, in the attached summary of "Tourist Possibilities of the Mower Lumber. Co. Railroad at Cass, W. Va.", the

7,000 Confederate). In proportion to population that too was about as much as any other State contributed. Furthermore, West Virginia gave great leaders to both sides.
\(\theta=8\) e
Sometimes we feel that we would rather have been hanged beside John Brown than to have been born in a State which is ashamed of its existence; one which has no honor, loyalty nor fortitude; one which teaches its children to be ashamed of it and all but directs them to leave it.

Tailendism will continue to the West Viritinia's lot until that day when we achleve some that day when we achleve self.
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(Turn To Page 10)
2a BLESSINGS Masonite Plaques house, kitchen, and anniversary. Gold scrolled \(\$ 1.00\). Personalized, 303 Fifth Ave., New York, New York.

\section*{NOTICE}

Several years ago we agreed that should we, ever become separated, you would use the magic code symbol " \(N X^{\prime}\) " and I the letter " \(G\) ", and through these we would be re-unitod. 1 have now found a wonderful home and a beautiful life and want you to rejoin me. If you see this ad in any of the many papers in which it will appear, answer in that paper.

> All my love,

\section*{Lobban Funeral Home}

Service since 1900 Member of A F D S- Aso. West Virginia Funeral Directors Greenbrier Valley District Asso. Otdest Funeral Name in the Greenbrier Valley Ambulance Service Any Hour Pheme 111-5-3141
Alderson, W. Va.

\section*{Railroad}
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committee's cost estimates an development possibilities. Th summary was appopented as a ald to the Joint 'Committee o Government and Finance i preparing this original recon mendation.
The committee has made n attempt to project the numbe of people that would be en ployed indirectly as a resu. of the railroad becoming tourist attraction (souveni shops, etc.), but has concerne itself only with the direct en ployment to be provided, (opt rating perionnel).

There currently seems to b some confusion as to the cos and relative merit of the prt posed purchase of the Mowe Lamber Company railroad a Cass, W. Va, as a possible at ltaction for tourists.

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\section*{Wrong Reports}

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Homever, we believe the basif., isiliat isveatment should be epescersed with the preserva taen of the Faitreped, and if in the future the femand for Hadje facilities would be Ereat ethorech thes, and only then. कhometis sach as endertaxing be gemainered. The idea of a loudge, foweneff is mat femmote, and the hase getfraction: in it the pat poad. cquerte hunlling, fiahing.

Whet to Buy
ned by The Midwest eet Co, are two Shay watives, both of which models. One xas put tion in 1801 by the enias Pulp and Paper the efther began op1821. alivo by the puls Palp and Paper that compury's main lefe all ifaze.
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If, for instance, a lodge similar to the one at Blackwater Falls or those at other State Parks was to be erected, the costs would be much higher.
However, we believe the basIc. initial investment should be concerned with the preservation of the railroad, and if In the future the demand for lodje facilities would be great emotikh, then, and only then, should such an undertaking be considered. The idea of a lodge, however, is not remote, and the basic sttractions, i. e.: the rail. road, cavern, hunting. fishing. and serene natural beauty of the mountains is such that a lodge could be constructed from future profits that would be derived from the railroad and other attractions.

The idea for a ski slope and the improvement and operation of the eave should be encour. aged as a private program. We believe that If private and pub(Turn To Page 10)


\section*{NOTICE}







\title{
The Complete Truth Back of the Proposal to Buy the Cass Railroad
}

The best, most compact and
Thid analysis of the feasibility
of West Virginia's getting into
of Mallroad basiness was out-
que ralroad beting in Marlinton het week.
This meeting. which was atThis meeting which was the editor of this tended by talled by a planning paper, wittee. including:
Ted Riffe, Chairman, Chist Teduntant of the Nationsl Fadio Astronomy Observatory 2? Grecnbank:
J. M. Kane, Jr-, Treasurer,

P F Long. Mayor of the
Pown of Cass;
Town of Cass; Arbogast, Assistant
Superintendent of Pocahontas Schools.

\section*{If We Don't Watch They'Il Steal Our Centennial}

\section*{(From Page 3)}
sould join her. But one important State WOULD NOT join the secessionist movement - and that was the Commonwealth of Virginia. She had had too strong a hand in the creation of this great nation to want to destroy i. TWICE the Virginia Assem bly voted against secession, with the delegates from West of the Alleghenies (now West Virgin (a) firmly holding the line against it.

The states which had already seceded knew their cause would not stand a chance of surcess without Virginia. They HAD to have Virginia. So they rent dozens of fanatics to Rich. mand. They built bonfires and had parades. They threatened

Present were the buisiness ers of the area.
The important thing in nutshell was a report given by Ted Riffe. It appears herewith:
At the time of closing of the only industry in Cass approximately 165 men were affected. Some of these men were mobile enough to find employment in other communities and other states. The majority, however were not blessed with the nec essary skills and trades to find other employment, and today some 80 of these men, repre senting approximately 240 de pendents, (wives and children) face utter destitution unless some form of employment is

\section*{offered soon. (These men were Lumber Co. Railroad, its roll} eligible for unemployment bene- ing stock, and other necessary fits from July 1960 to January 1961 at which time these bene fits expired.) equipment to develop this most unique and rare ralroad as an operating tourist attraction

\section*{Proposal to State}

It is therefore, with the above situation in mind that the com mittee offers a definite and sound proposal to the State of West Virginia to alleviate this situation.

In November 1960 the Joint Commitee on Government and Finance, by resolution, recommended to the full membersiip of the 1961 W. Va. Legis lature, that the State of West Virginia purchase the Mower
hanged five of his hillbilly captives in the village square at Front Royal. And every time Quantrell appears on television he becomes a little more respectable.
\[
\varepsilon * *
\]

One advantage of studying history at West Virginia Univer sity in our day was that we were subjected to all shades of Civil War viewpoints. One of the finest Southern gentlemen and scholars we ever knew was the late Dr. Oliver P. Chitwood. who was an unreconstructed Rebel of the old school

Dr. Chitwood scorned use of the term "Civil War" at all. He insisted it was the "War Be. ween the States," the emphasis being on "State's rights" of course. The war, he contented. was not fought upon the issue of slavery, but upon the issue
the State of West Virginia.
The Cass Planning Committee wholeheartedly supports the resolution by the Joint Com mittee on Government and FL nance as an instrument which could alleviate the unemployment situation in the area, and memphasizes the soundress of emphasizes investment in such a ven the investment in

Present Owners
The railroad and rolling stock are owned by the Midwest Raleigh Steel Company of Charleston, West Virginia The amount of railroad in olved is approximately B miles which runs from a point about \(1-2\) mile from Cass at a crossing on Leatherbark Creek to a point about 1 1-2 miles from the top of Bald Knob. (The railroad did actually go to the top of Bald Knob, but these rails have been sold as scrap. The road bed, however, is still in act and new rails could be laid in orde: to get the full effect of the engine traveling to the top of Bald Knob. Bald Knob is the second highest point in West Virginia 14,852 Ft.) and the railroad is higher than any other railroad east of the Rockies),

\section*{What to Buy}

Also, owned by The Midwes Raleigh Steel Co., are two Shay type locomotives, both of which are 1880 models. One was put Into aperation in 1901 by the West Virginia Pulp and Pape. Company: the ather began op summary was presented as ar id to the Joint Committee on Government and Finance in preparing this original recommendation.

The committee has made no The committee the number of peopie that would be employepic thattly as a result of the railroad becoming a tourist attraction (souvenir shops, atc.), but has concerned itself only with the direct emplayment to be provided, (operating personnel).

There currently seems to be The confusion as to the cost some confusion as of the proand relative merit of the proposed purchase of the Mower Cass, W, Va, as a possible attraction for tourists.

\section*{Wrang Reports}

In the first instance the prizes heretofore quated in newspapers have been totally insccurate as the attached basic investment detail will show. These costs are based on informal discussions with the present owners of the railroad and right-of-way. The improvement costs are merely a judg. ment costs are mere figure which we are con-
ment figur fident would be sufficient \(t 0\) develop the railroad into ath outstanding attraction for tour. ists. Any improvement casts however, are subject to personal judgment, depending on how far one would initially want to carry the development programo If, for instance, Blackwater Falls or those at other Siate Parks, was to be erected, the

\section*{would be much hisher}

However, we believe the bas* - initial investment should be c, mincerned with the preservaion of the raifroad, and for in the future the demand cor

\section*{Panhandling \\ HNW W. BAEDER}
an if str intocation hrve a rech Crimill the Fattrett numbaint. On 5an 11. ahoul a fast of ynit there har boet gruat and amew

\section*{3 stitigy an Jan. 4. \\ vel a whiphitg snow \\ in that of the house. \\ motimiet was at 28 in it inl ant has dropped 6}

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wat move 1 car through
se orvif iad had to depend etrete meeting as and is line in order to even get the wiprmaket and the post Nir
Frolaty in tired of being Hubourd Dispositions have timued, tempens flare, and Sr levisa of confinement taze Every mother we talked It dirag tbe bolidays said she vout be fad when school diref and the kids would be et al the house for a few bimn exch day.
Orr xood supply for the firegleer kar daindled to the point phere we ordered coal to supgirment it And not the least of the irritations that come with such weather was the terrific gar bill we got the other day. Is other wards, we're sick and tired of this weather and already look forward to the evraing of spring.

\section*{Reads The Letters}

One department of every publication that we always read is tie letters to the Editor." 10

\section*{The Complete Truth Back of the Proposal to Buy the Cass Railroad}

\section*{(Frem Page 4)}
tie capital are encouraged to In-the aftached summary of aork fointly id a Uevelopment operating income and costs for asork hainily ad a development in has byen proposed then not gitily will the tourist stand to
gain, but the state, local government, and all those concerned will gain, both financially and in the self-satisfaction that ren. erally accompanies this type of sndertaking
The question which seams to be most prominent in the minds of those directly or indirectly interested in this projeot is the ralue of the railroad to the

COST OF FIRST SUMMER
Personnel
Per Week
1-Engineer
1-Fireman
1-Brakeman
1-Conductor
4-Laborers \(\qquad\)
- \(\$ 84.00\) 72.80 67.20 67.20 -Laborer 1-Supervisor
\(\qquad\) 257.60 40.00 100.00 Cosi (24 1.2 tons at 8.00\() \quad \$ 688.80\) Material and Supplies and Minor Repairs …...... 200.00 Insurance \(\qquad\) 39.20 Food

TOTAL - 130.00

\section*{Less: Income}

70 persons per day (4) \(\$ 3.00\) per person

NET
\(1,470.00\) 216.00
present owners. The value to the owners, however, is not directly in proportion to the value the railroad would be to the state and its development program, and we believe the attached summary of initial costs would certainly give the owners a falr return on their investment, and its value to the rate, at these suggested costs. cannot be measured in cold dollars and cents only.
But what should also be con-
the first summer of operation we have used a volume average of 70 persons per day. This average was based on the re corded numbers of persons who visited the Astronomy Center at Green Bank in the months of July and August 1960. It must also be taken into account that this average of visitors at the Astronomy Center does not include groups who made arrangéments for tours in advance, but are merely people who passed through the ares and decided to stop. Further, due to the lack of facilities in 1960 for accommodating the tourist, the Astronomy Center did not encourage visitors to tour the Ósservatory proper What then, would be the volume of visitars coming into the area if a promotional effort in relation to the railroad to at ract the tourist was under taken? We believe the answer is quite obvious.
The operating costs for the
irst summer of operation as outlined calls for ten cperating personnel at the going local rates for this type of employ. ment. These costs have been converted to a 7 -day work week ( 56 hours) and based on an initial summer's operation of 30 weeks (April through October). If, however, a ski slope is added the winter months will provide additional revenues with

Each engine trip from Cass to Bald Knob requires \(3 \quad 1-2\) tons of coal at an estimated bulk purchase price of \(\$ 8.00\) per

Estimated Basic Investment Cost Of Railroad at Cass Cost of rallroad and necessary rolling stock, inclading approximately 8 miles of irack, 2 Shay type loco-
motives and 8 Het cars (pius stock and parts)
Cost of 8 miles of right-of-way and approximately
200 acres of land on Bald Knob
mprovements of railroad and rolling stock .......... Park area on Bald Knob \(\qquad\)
Other improvements (station, engine garage) -....
\(25,000.00\)
\(80,000.00\)
\(25,000.00\) \(30,000.00\) \(40,000.00\) TOTAL \(\$ 300,000.00\)
The improvements enumerated above should employ \(65-70\) men for a full 52 weeks).
ton to the state, thereby requir-|average of 70 passengers per ing \(\$ 196.00\) - of coal for a week's operation.
day. The cost to each passenger operation would be \(\$ 3.00\) and this would Other material and supplies include the ride and a meal at re computed on the basis of the top of the mountain.
requirements to "build up" an These estimates are based upand on the local labor rates and dequate stock of parts and probable costs of repairs if the supplies over a year's opera- prailroad is initially put in good ion. (Initially this is not as rarking condition. However, we mportant as it may seem as the railroad and rolling stock would be put in first class operation through the initial investment and heavy maintenance should. not be a significant problem for three or four years.)

The insurance nas deen computed on the basis of \(.0 \quad 1-2 c\) put person per engine mile This is probably high but an experience rating will have to be established over orfe or two be established
years operation.

The cost of food is based upon the present cost of preparation in volume. This cost was stablished by the experience \(f\) the presen by the experience in preparing for \(60-120\) persons. belleve the estimate of 70 passengers per day is low and any increase in passenger traffic would increase the revenue without a corresponding increase in operating cost.

It should we mace very clear that th's committee or other proponents of this project do not advocate its purchase at the expense of other worthwhile conservation or tourist attractions, but, unless positive action is taken, and taken quickly the state will no longer have such an attraction availtural attractions can be deferred f the present logging operation tural attractions can be de direct
in preparing for \(60-120\) persons. without a loss in either dire or potential.
The income is based upon an value or


JACQUELINE REED
The Morring Side
of the
Hill



Only 140 Books Leff Hillbilly Bookshop, Richwood, W. Va.

\section*{4 Tourist's Prevue \\ of a Cass Railroad Rida \\ By Ivan N. Hunter}

Last summer, after we hiked up Hills Creek near Hillsboro in Pocahontas County and took some fine shots of the Falls. we thought that we had seen the ultimate point of interest in that section of West Virginia. But, how wrong we were.

Just this past weekend, we returned to Pocahontas County and found another amazing facet of interest in this unique county.

The day that we round anther exciting chapter in the story of Pocahontas County was last Saturday and the place was Cass, a small mountain village crowded by the Allegheny foothills to a precarious perch on the banks of a turbulent river named Greenbrier.

\section*{Last Train From Cass}

I was in Cass not to meet the friendly people or to admire the unequaled scenery or draw fato my lungs, the pure air of the hill county. I was in Cass to take a ride on a mountain railroad and when we arrived in the community at eight in the morning, the object of the af. fection of just about every raii fan in the eastern part of the nation was puffing saucily on a side track, taking on water.
prime in the early day the present century.
If you haver't been re the West Virginia Hillbill might not know that Baum, a rail fan from P vania, came down to th Capitol and talked to 1 makers during the spe sion with such convinci manship that the men talking polities long er set up a special subc to investigate the pros of his idea of buying road for a tourist attr of the last steam East of the Rockies.

\section*{To Decide}

The subcommitte coming Sunday at in Charieston to de what it will recom legislature when January. Most of members have vately that thes that the state pu ing stock of the Lumber Compar into a rail buffs
The town of only industry sold at the au sembles one western ghost mother lode p

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\title{
Railroad Rida
}

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"Number Your" is a rare hird berause, to historians, the rallisad, she represents one of the lust of the shay engines that laughed at the steep fills af Weast Virginis bart when the
prime in the early days of the present century.

If you haven't been reading the West Virginia Hillbilly you might not know that Russell Baum, a rail fan from Pennsyivania, came down to the State Capitol and talked to the law. makers during the special session with such convincing salesmanship that the men paused talking politics long enough to set up a special subcommittee to investigate the pros and cons of his idea of buying the railroad for a tourist attraction one of the last steam shay lines East of the Rockies.

\section*{To Decide Sunday}

The subcommittee meets this coming Sunday at the Capitol in Charleston to decide on just what it will recommend to the legislature when it convenes in January. Most of the committee members have indicated privately that they will advise that the state purchase the rolling stock of the former Mower Lumber Company and turn it into a rail buffs paradise.

The town of Cass, with its only industry shut down and sold at the auction block, resembles one of those frontier western ghost towns after the mother lode played out.

Narrow streets of white two story houses, many of them now deserted and up for sale, bear witness to the time when lumber was king and over 168 families lived in the booming community.

Old-timers bronzed by the many seasons of logging in the surrounding mountains sit idly on the porch of the boarded-up company store and with only

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"Number Four" is a rare bird because, to historians, the railroad, she represents one of the last of the shay engines that laughed at the steep hills of West Virginia back when the lumber industry was in its
talking politics long enoung
set up a special subcommittee set up a spectal subcom and cons
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Old-timers bronzed by the many seasons of logging in the surrounding mountains sit idly on the porch of the boarded-up company store and with only the least prompting will tell of the roaring days in the past history of this lumber town, of days when the big double-band mill sawed around the clock and when as many as eight of the smoke belching shay engines went up to the top of the highest mountains to bring down the logs that the skidders towed on sky high cables from ricge to ridge, of the "skidder boys" who tooted the steam whisiles to signal the hookers on the other side of a deep valley and whose vision was sometimes ojscured by low hanging clouds.
Most of the young folks have moved over to nearby Greenbank where they have found jobs at the Radio Astronomy Center in an unheard of project of sorting signals from galaxies in the outer fringes of space.

\section*{CASS HOMECOMING 1998 11th Annual}

The communily of Cass wicomes you to our I Ith annual homecoming celebration People of all ages have joined in the fun in the past years, and we have worked hard to conhinue this tradilion.

This "down home" good lime is supported entirely by donations and the effoit of all valunteer commilte. Your suggestions and acnlibuttons are greatly apprecilaled.

\section*{THANKS}

We would like to thank all of the business and individuals for their contributions and support.

\section*{CONTACTS \& COMMENIS}

Any suggestions and ocmments can be referred to any member of our ocmmiltee: Darrell Turner - Preisident
Katrina Defibaugh - Treasure Calhy Rible - Secrelary Terry Ribble Lefly Meeks Dan Defibaugh Wanda Hallerman Stan Beafore Dave McMillion Lisa Hubbert Gall Vanderander Ine Warder Brenda Thomas

Tonya Warder
Mary Perkins


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    Sheriff Caves

[^1]:    (Terse io Pog 16j

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